

Irvine Unified School District
High School No. 5 Project
Traffic Impact Analysis Report

DRAFT

Prepared by:



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Executive Summary

The Irvine Unified School District plans to build a new high school facility on a 40.3-acre site on the southeast corner of Irvine Boulevard and the future "B" Street, east of Sand Canyon Avenue and Highway 133 and west of Alton Parkway. The project site is on a portion of the former Marine Corps Air Station El Toro (MCAS El Toro), in Planning Area 51, Orange County Great Park, of the City of Irvine General Plan.

The school is scheduled to open in the year 2016 with a capacity of 2,600 students. It will also include a performing arts center, a gymnasium, and a stadium with 2,940 seats. The stadium would serve as a venue for special events such as graduation ceremonies and sports activities, and is not expected to generate a significant number of trips on a daily basis throughout the year. The proposed stadium would likely host one varsity football game per week for about ten to twelve weeks per year.

High School No. 5 is expected to generate up to 4,446 vehicle trips on a typical weekday, with 1,092 trips (743 inbound and 349 outbound) during the AM peak hour and 338 trips (159 inbound and 179 outbound) during the PM peak hour. Varsity football games with attendance at stadium capacity are forecast to generate a total of 494 trips (351 inbound and 143 outbound) during the evening peak hour. The stadium is not expected to generate a significant number of trips during the AM peak hour.

As part of the Great Park Neighborhoods Project, the MCAS El Toro site will be developed into master-planned neighborhoods or "Districts" that include a variety of housing, shops, restaurants, workplaces, educational institutions, parks, trails and outdoor activities. In 2011, the Heritage Fields/Great Park Neighborhoods Project was approved (the "2011 Approved Project") to develop 4,712 residential housing units and over six million square feet of non-residential uses in the buildout condition. The 2011 Approved Project did not include a high school facility as part of its land use plan.

In 2012, a General Plan Amendment and Zone Change (the "2012 Modified Project") was prepared that included two development options with an increase in residential development units and a decrease in non-residential acreage compared to the 2011 Approved Project. The 2012 Modified Project Options 1 and 2 each include 9,318 residential dwelling units but propose a slightly different allocation of those units between neighborhood Districts 1N and 1S. In both the 2012 Modified Project Options 1 and 2, a 2,600-student high school is included in the buildout scenario.

For the purpose of this analysis, all future conditions are based on the roadway and traffic assumptions used in the environmental documents prepared for the Heritage Fields/Great Park Neighborhoods 2011 Approved Project and 2012 Modified Project Options 1 and 2.

A total of 52 intersections have been included in this analysis, including 23 existing intersections. Twenty additional intersections will be constructed as part of the Heritage Fields/Great Parks Neighborhood project, including five intersections that are planned to be constructed by the year 2035 but are not included in the 2017 analysis. Two intersections are part of a planned future Highway 133 interchange project at Trabuco Road, and seven intersections are site access driveways that will be constructed as part of the High School No. 5 project.

The following traffic conditions were analyzed:

Existing Conditions

- Year 2013 peak hour intersection and 24-hour segment counts

Existing Plus Project Conditions

- Year 2013, 2011 Approved Project
- Year 2013, 2012 Modified Project Option 1
- Year 2013, 2012 Modified Project Option 2

Interim Year 2017 Analysis

- Year 2017, 2011 Approved Project
- Year 2017, 2012 Modified Project Option 1
- Year 2017, 2012 Modified Project Option 2

Interim Year 2035 Analysis

- Year 2035, 2011 Approved Project
- Year 2035, 2012 Modified Project Option 1
- Year 2035, 2012 Modified Project Option 2

Post-2035 Analysis

- Post-2035, 2011 Approved Project
- Post-2035, 2012 Modified Project Option 1
- Post-2035, 2012 Modified Project Option 2

The analysis of future conditions began with use of the Irvine Traffic Analysis Model, Version 8.4-10 in order to maintain consistency with the analyses performed for the Heritage Fields Project 2012 GPA/ZC, of which this project was a part. In addition, in order to have an Interim Year analysis that corresponded with or occurred following the opening year of the High School project (consistent with City of Irvine guidelines) an annual growth factor was applied to the 2015, 2030, and Post-2030 traffic volumes to estimate traffic conditions for the 2017, 2035, and Post-2035 conditions. This annual growth value is equal to the calculated annual growth in baseline traffic volumes between the horizon years in ITAM 8.4-10. This approach allows the analysis to assume the same background and pending projects as the Heritage Fields Project 2012 GPA/ZC and also provide for a more conservative analysis in an interim year that occurs after project opening.

TRAFFIC IMPACT ANALYSIS SUMMARY

The traffic impacts of the 2011 Approved Project and 2012 Modified Project with Options 1 and 2 have been identified by analyzing the study area network based on existing traffic conditions, 2017, 2035 and Post-2035 future traffic conditions. For each scenario, traffic conditions without the project are compared to the with project conditions for the 2011 Approved Project and 2012 Modified Project with Options 1 and 2 to identify the potential traffic impacts of the proposed project.

Existing traffic conditions are based on 2013 traffic counts. Future traffic conditions are based on the turning movement volumes from the Heritage Fields 2011 Approved Project and 2012 Modified Project EIR traffic studies. Growth factors equivalent to an ambient growth rate of 1.5% per year were applied to the EIR traffic study volumes to derive turning movement volumes for the analysis years identified in this study.

Existing Conditions

The level of service operations under existing conditions within the study area are generally acceptable with the exception of one intersection. The intersection of Bake Parkway and I-5 NB Ramps (#367) operates at an unacceptable level of service in the existing 2013 condition. All study area roadway segments currently operate at acceptable levels of service.

Existing Plus Project Conditions

The results of the existing plus project analysis are summarized in detail in Section 6.0 of this report. Under the existing plus project conditions, all study area segments and intersections are calculated to operate at LOS D or better with the exception of one intersection. Sand Canyon Ave and I-5 Southbound Ramps (#305) would operate at LOS F during the PM peak hour as it does in the No Project condition. There are no project impacts under the year 2013 scenarios.

No project impacts were identified in this scenario.

Interim Year 2017 Analysis

The results of the Year 2017 plus project analysis are summarized in detail in Section 7.1.1 of this report. The school is proposed to have an opening year of 2016, so the Interim Year 2017 analysis would occur one year after project opening. All of the roadway segments are forecast to operate at acceptable levels of service. Although several intersections operate at acceptable levels of service, there are a few that operate at unacceptable levels of service which are shown below for each scenario. No significant impacts were identified in the Year 2017 with project scenarios.

Intersections that are forecast to operate at an unacceptable level of service in the year 2017 with the project (2011 Approved Project) include:

- Sand Canyon Avenue and Southbound I-5 Ramps (#305) – LOS E, AM
- Sand Canyon Avenue and Oak Canyon Road (#306) - LOS E, PM

Intersections that are forecast to operate at an unacceptable level of service in the year 2017 with the project (2012 Modified Project, Option 1) include:

- Sand Canyon Avenue and Southbound I-5 Ramps (#305) – LOS E, AM
- Sand Canyon Avenue and Oak Canyon Road (#306) - LOS F PM

Intersections that are forecast to operate at an unacceptable level of service in the year 2017 with the project (2012 Modified Project, Option 2) include:

- Sand Canyon Avenue and Southbound I-5 Ramps (#305) – LOS E, AM
- Sand Canyon Avenue and Oak Canyon Road (#306) - LOS F PM

No project impacts were identified in this scenario.

Interim Year 2035 Analysis

The results of the Year 2035 plus project analysis are summarized in detail in Section 7.1.2 of this report. The interim year 2035 with project scenarios include five deficient roadway segments for all three scenarios:

- Irvine Boulevard: “LY Street to “Z” Street – LOS E
- Irvine Boulevard: “Z” Street to “B” St - LOS F
- Irvine Boulevard: “B” Street to “LQ” Street – LOS F
- Irvine Boulevard: “LQ” Street to Alton Parkway - LOS F
- Trabuco: SR-133 Fwy to “O” Street – LOS F

Intersections that are forecast to operate at an unacceptable level of service in the interim year 2035 with the project (2011 Approved Project) include:

- Sand Canyon Avenue and I-5 NB Ramps (#303) - LOS E, PM
- Sand Canyon Avenue and I-5 SB Ramps (#305) - LOS F, AM
- Sand Canyon Avenue and Oak Canyon Road (#306) - LOS E, AM
- SR-133 Northbound Ramps and Irvine Boulevard (#317) – LOS E, AM “A-02” Street/”LQ” Street and Irvine Boulevard (#800) - LOS E, AM

This scenario has two project impacts at the intersections of SR-133 Northbound Ramps and Irvine Boulevard (#317) and “LQ” Street and Irvine Boulevard (#800).

Intersections that are forecast to operate at an unacceptable level of service in the interim year 2035 with the project (2012 Modified Project, Option 1) include:

- Sand Canyon Avenue and I-5 NB Ramps (#303) – LOS E, AM and LOS F, PM
- Sand Canyon Avenue and I-5 SB Ramps (#305) - LOS F, AM and LOS E, PM

Intersections that are forecast to operate at an unacceptable level of service in the interim year 2035 with the project (2012 Modified Project, Option 2) include:

- Sand Canyon Avenue and I-5 NB Ramps (#303) – LOS E, AM and LOS F, PM
- Sand Canyon Avenue and I-5 SB Ramps (#305) - LOS F, AM and LOS E, PM

Post-2035 Analysis

The results of the Post-2035 plus project analysis are summarized in detail in Section 7.1.3 of this report.

The deficient roadway segments in the Post-2035 with the project (2011 Approved Project) include:

- Sand Canyon Av: Portola Parkway to Irvine Boulevard - LOS E
- Sand Canyon Av: Trabuco Road to Marine Way - LOS E
- Portola Parkway: Jeffrey Road to Sand Canyon Avenue - LOS E
- Irvine Boulevard: “Z” Street to “B” Street - LOS E
- Irvine Boulevard: “B” Street to “LQ” Street – LOS E

- Irvine Boulevard: “LQ” Street to Alton Parkway - LOS F
- Trabuco Road: SR-133 Freeway to “O” Street – LOS F

The deficient intersections in the Post-2035 with the project (2011 Approved Project) include:

- Sand Canyon Avenue and I-5 NB Ramps (#303) - LOS E, PM
- Sand Canyon Avenue and I-5 SB Ramps (#305) - LOS F, AM and LOS E, PM
- Sand Canyon Avenue and Burt Road (#444) - LOS E, AM and PM
- Sand Canyon Avenue and Oak Canyon Road (#306) - LOS E, AM
- SR-133 Northbound Ramps and Irvine Boulevard (#317) – LOS E, AM
- “A-02” Street/“LQ” Street and Irvine Boulevard (#800) - LOS E, AM

This scenario has two project impacts at the intersections of SR-133 Northbound Ramps and Irvine Boulevard (#317) and “LQ” Street and Irvine Boulevard (#800).

The deficient roadway segments in the Post-2035 with the project (2012 Modified Project, Options 1 and 2) include:

- Sand Canyon Av: Trabuco Road to Marine Way - LOS E
- Portola Pkwy: Jeffrey Road to Sand Canyon Avenue - LOS E
- Irvine Boulevard: “Z” Street to “B” Street - LOS E
- Irvine Boulevard: “B” Street to “LQ” Street – LOS E
- Irvine Boulevard: “LQ” Street to Alton Parkway - LOS F
- Trabuco Road: SR-133 Freeway to “O” Street – LOS F

The deficient intersections in the Post-2035 with the project (2012 Modified Project, Options 1 and 2) include:

- Sand Canyon Avenue and I-5 NB Ramps (#303) - LOS E, AM and PM
- Sand Canyon Avenue and I-5 SB Ramps (#305) - LOS F, AM and LOS E, PM
- Sand Canyon Avenue and Burt Road (#444) - LOS E, AM and PM
- Sand Canyon Avenue and Oak Canyon Road (#306) - LOS E, AM

SPECIAL ANALYSES

Site Access - The Irvine High School No. 5 site has seven unsignalized access driveways located along “B” Street and “LQ” Street. Three additional signalized intersections are proposed along Irvine Boulevard at “B” Street and “LQ” Street, and at the intersection of “B” Street and “LQ” Street. All access intersections are forecast to operate at an acceptable level of service during all analysis scenarios and both peak hour periods, with the exception of Driveway 6 on “LQ” Street (Intersection #6). This intersection is forecast to have an LOS E in the Year 2035 2011 Approved Project Scenario during the AM peak hour. The delay is caused by traffic coming out of the school parking lot, and can be mitigated by signalizing the intersection.

Signal Warrant Analysis - A signal warrant analysis was conducted at all unsignalized study intersections and access driveways per the Manual on Uniform Traffic Control Devices (MUTCD). Based on the forecast volumes, traffic signals are warranted at the intersection of “B” Street & Irvine Boulevard (#563) and at “A-02” Street/“LQ” Street & Irvine Boulevard (#800). Signals are not warranted based on peak hour volume at any access driveways in the Interim Year 2017. Driveway 6 should be reevaluated when the Great Park Neighborhoods development

proceeds to the south and this intersection is converted to have four approaches. Vehicle and pedestrian volumes for a four-legged intersection may warrant a traffic signal in a future year beyond 2017.

Sight Distance Analysis – Adequate sight distance should be provided for all access driveways and at the following intersections: “B” Street & Irvine Boulevard (#563), “A-02” Street/“LQ” Street & Irvine Boulevard (#800), and “B” Street & “LQ” Street (#798). The sight triangles for these locations will be identified in a subsequent design phase when construction level drawings of the project site and surrounding roadways are available.

Parking Analysis - Irvine High School No. 5 is proposing to provide 784 surface parking spaces per the most current site plan. Forecast peak period parking generation per the Institute of Transportation Engineers (ITE) Parking Generation Manual is 598 parking spaces. Based on the forecast parking generation and proposed parking supply, the proposed parking supply exceeds forecast peak period parking demand.

Pedestrian and Bicycle Circulation - The preliminary site plan for Irvine High School No. 5 shows landscaped pedestrian pathways throughout the school with connections to the various surface parking facilities. There are currently Class II bike lanes along Irvine Boulevard, Alton Parkway, and Sand Canyon Avenue. It is recommended that the school provide bicycle lockers or racks on site, as well as signage to increase awareness and safety of bicyclists and pedestrians.

Stadium Traffic - The Irvine Unified School District is proposing to build a 2,940-seat athletic stadium as part of the High School No. 5 campus. The stadium would serve as a venue for special events such as graduation ceremonies and sports activities, and is not expected to generate a significant number of trips on a daily basis throughout the year. The proposed stadium is not expected to generate a significant number of trips during the AM peak hour, so the PM peak hour is the only time period selected for analysis.

Since the ITE *Trip Generation* Manual does not have a stadium category listed, driveway counts at the Irvine Stadium were conducted to identify typical vehicle trips that enter and exit the stadium during a typical event. Varsity football games with attendance at stadium capacity are forecast to generate a total of 605 evening peak hour trips (430 inbound and 175 outbound). This value is based on driveway volumes observed at Irvine Stadium and ITE *Trip Generation* Manual rates for Heritage Park.

The daily traffic volume for a stadium spectator event at High School No. 5 is forecast to be 2,176 trips, which includes 1,088 inbound trips and 1,088 outbound trips throughout the day. Daily trip generation for a special event land use like a high school stadium is highly variable, and depends on a number of local factors including demographics, weather patterns, team performance, and other site-specific criteria. Two other sources were used to estimate the daily trip rate for the High School No. 5: 1) The San Diego Municipal Code Land Development Code Trip Generation Manual, and 2) the Estancia High School Stadium Traffic and Parking Impact Analysis.

Based on the PM peak hour analysis for the stadium, no project related impacts are forecast.

CONGESTION MANAGEMENT PLAN (CMP) REQUIREMENTS

Irvine Boulevard is designated as a CMP roadway within the traffic study area for Irvine High School No. 5. The intersections of Irvine Boulevard and the NB SR-133 Ramps and Irvine Boulevard and the SB SR-133 ramps are designated CMP intersections. No significant traffic impacts are anticipated to CMP intersections as a result of the proposed High School No. 5.

PROJECT IMPACTS AND RECOMMENDATIONS

Based on the analysis results and the proposed Irvine High School No. 5 impacts, the following mitigation measures are recommended to bring the impacted locations back to acceptable level of service or pre-project conditions. Table ES-1 shows the mitigation measures.

Table ES-1 Recommended Mitigation Measures

| # | Location | Improvement |
|---|--------------------------------------|--|
| Year 2035 - 2011 Approved Project | | |
| 317 | SR-133 NB Ramps and Irvine Boulevard | Reconfigure west leg of intersection to allow a third eastbound thru-lane. |
| 800 | "LQ" Street and Irvine Boulevard | Add northbound left-turn lane, resulting in dual-northbound left-turn lanes. |
| Post Year 2035 - 2011 Approved Project | | |
| 317 | SR-133 NB Ramps and Irvine Boulevard | Reconfigure west leg of intersection to allow a third eastbound thru-lane. |
| 800 | "LQ" Street and Irvine Boulevard | Add northbound left-turn lane, resulting in dual-northbound left-turn lanes. |

1. Introduction

The Irvine Unified School District plans to build a new high school facility on a 40.3-acre site on the southeast corner of Irvine Boulevard and the future “B” Street, east of Sand Canyon and Highway 133 and west of Alton Parkway. The project site is on a portion of the former Marine Corps Air Station El Toro (MCAS El Toro), in Planning Area 51, Orange County Great Park, of the City of Irvine General Plan. The school is scheduled to open in the year 2016 with a capacity of 2,600 students. It will also include a performing arts center, a gymnasium, and a stadium with 2,940 seats.

1.1 BACKGROUND

1.1.1 Great Park Neighborhoods Development

As part of the Great Park Neighborhoods Project, the MCAS El Toro site will be developed into master-planned neighborhoods or “Districts” that include a variety of housing, shops, restaurants, workplaces, educational institutions, parks, trails and outdoor activities. In 2011, the Heritage Fields/Great Park Neighborhoods Project was approved (the “2011 Approved Project”) to develop 4,712 residential dwelling units (2,741 single family detached and 1,971 multi-family units) and over six million square feet of non-residential uses in the buildout condition. The 2011 Approved Project did not include a high school facility as part of its land use plan.

In 2012, a General Plan Amendment and Zone Change (the “2012 Modified Project”) was prepared that included two development options with an increase in residential development units and a decrease in non-residential acreage compared to the 2011 Approved Project. The Project Area Districts as illustrated in Exhibit 2-2 of the Heritage Fields Project 2012 General Plan Amendment/Zone Change Traffic Study are provided in Figure 1. The 2012 Modified Project Options 1 and 2 each include 9,318 residential dwelling units (3,358 single family detached and 5,960 multi-family units) but propose a slightly different allocation of those units between neighborhood Districts 1N and 1S. In both the 2012 Modified Project Options 1 and 2, a 2,600-student high school is included in the buildout scenario.

The 2012 Modified Project Option 1 proposes the same level of single family detached and multi-family residential development as the 2011 Approved Project, with the following exceptions:

- In District 5, the community recreational and retail land uses proposed in the 2011 Approved Project are replaced with 1,194 single family detached residential units and 1,690 multi-family residential units.
- In District 6, the mortuary, golf, agriculture, educational institution and research and development land uses proposed in the 2011 Approved Project are replaced with 1,722 multi-family residential units along with multi-use land use.
- In District 7, the 840 single family detached residential units proposed in the 2011 Approved Project are replaced with 692 single family detached residential units and 148 multi-family residential units.

The 2012 Modified Project Option 2 proposes the same level of single family detached and multi-family residential development as the 2012 Modified Project Option 1, with the following exceptions:

- In District 1N, 258 additional multi-family residential units are proposed in place of retail land use in Option 2.
- In District 1S, the 429 multi-family residential units proposed in Option 1 are replaced with 171 multi-family residential units plus retail and multi-use land uses.

The levels of residential development proposed in the 2011 Approved Project and 2012 Modified Project Options 1 and 2 in the Year 2015 and Post-2035 conditions are summarized in Table 1.

Table 1 - Residential Development Summary (DUs)

| District | 2015 Conditions | | | Post-2035 Conditions | | |
|--------------------|---------------------|---------------------|---------------------|----------------------|-----------------------|-----------------------|
| | 2011 AP | 2012 MP Option 1 | 2012 MP Option 2 | 2011 AP | 2012 MP Option 1 | 2012 MP Option 2 |
| 1N | 494 SFD 1,121 MF | 494 SFD 1,121 MF | 494 SFD 1,379 MF | 494 SFD 1,121 MF | 494 SFD 1,121 MF | 494 SFD 1,379 MF |
| 1S | -- | 429 MF | 171 MF | 429 MF | 429 MF | 171 MF |
| 2 | -- | -- | -- | -- | -- | -- |
| 3 | -- | -- | -- | -- | -- | -- |
| 4 | 494 SFD 608 MF | 494 SFD 608 MF | 494 SFD 608 MF | 494 SFD 608 MF | 494 SFD 608 MF | 494 SFD 608 MF |
| 5 | -- | -- | -- | -- | 1,194 SFD 1,690 MF | 1,194 SFD 1,690 MF |
| 6 | -- | -- | -- | -- | 1,722 SFD | 1,722 SFD |
| 7 | 840 SFD | 692 SFD 148 MF | 692 SFD 148 MF | 840 SFD | 692 SFD 148 MF | 692 SFD 148 MF |
| 8 | 484 SFD 242 MF | 484 SFD 242 MF | 484 SFD 242 MF | 484 SFD 242 MF | 484 SFD 242 MF | 484 SFD 242 MF |
| Total SFD | 2,312 | 2,164 | 2,164 | 2,741 | 3,358 | 3,358 |
| Total MF | 1,971 | 2,548 | 2,548 | 1,971 | 5,960 | 5,960 |
| Total Units | 4,283 | 4,712 | 4,712 | 4,712 | 9,318 | 9,318 |

Source: Heritage Fields Project 2012 GPA/ZC Traffic Study Tables 2-1 and 2-2

AP – Approved Project; DU – dwelling units; MF – multi-family; MP – Modified Project; SFD – single family detached

Note: (1) Senior housing units not included in this table and in the trip distribution assumptions.

1.1.2 IUSD Boundaries

The potential attendance area for High School No. 5 is assumed to be bounded by Jeffrey Road to the west, the Interstate 5 (I-5) freeway to the south, City limits/Bake Parkway to the east and City limits/State Route 241 (SR-241) to the north. This area is currently part of the Northwood High School and Irvine High School attendance areas.

Figure 2.1 Project Study Area

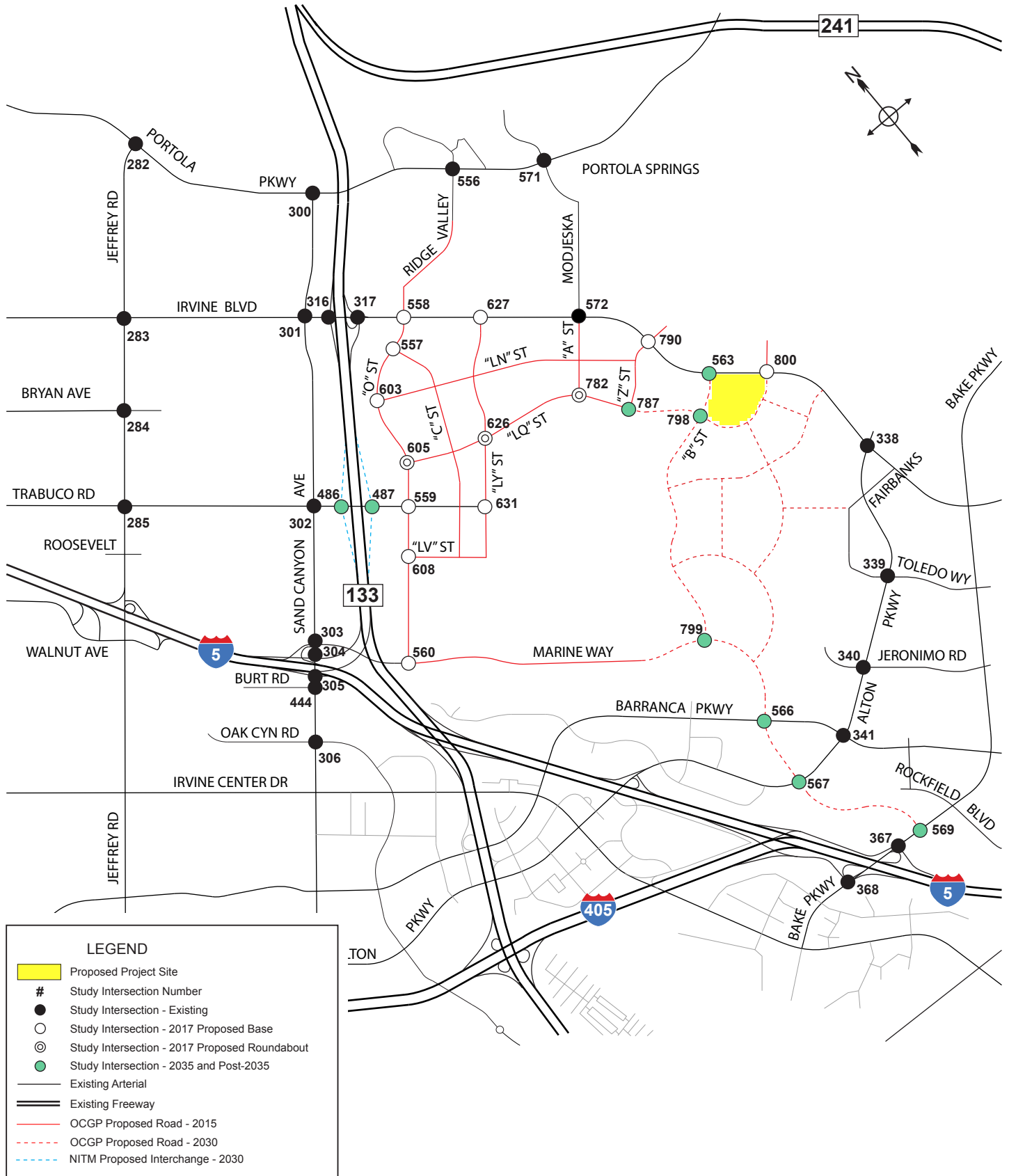
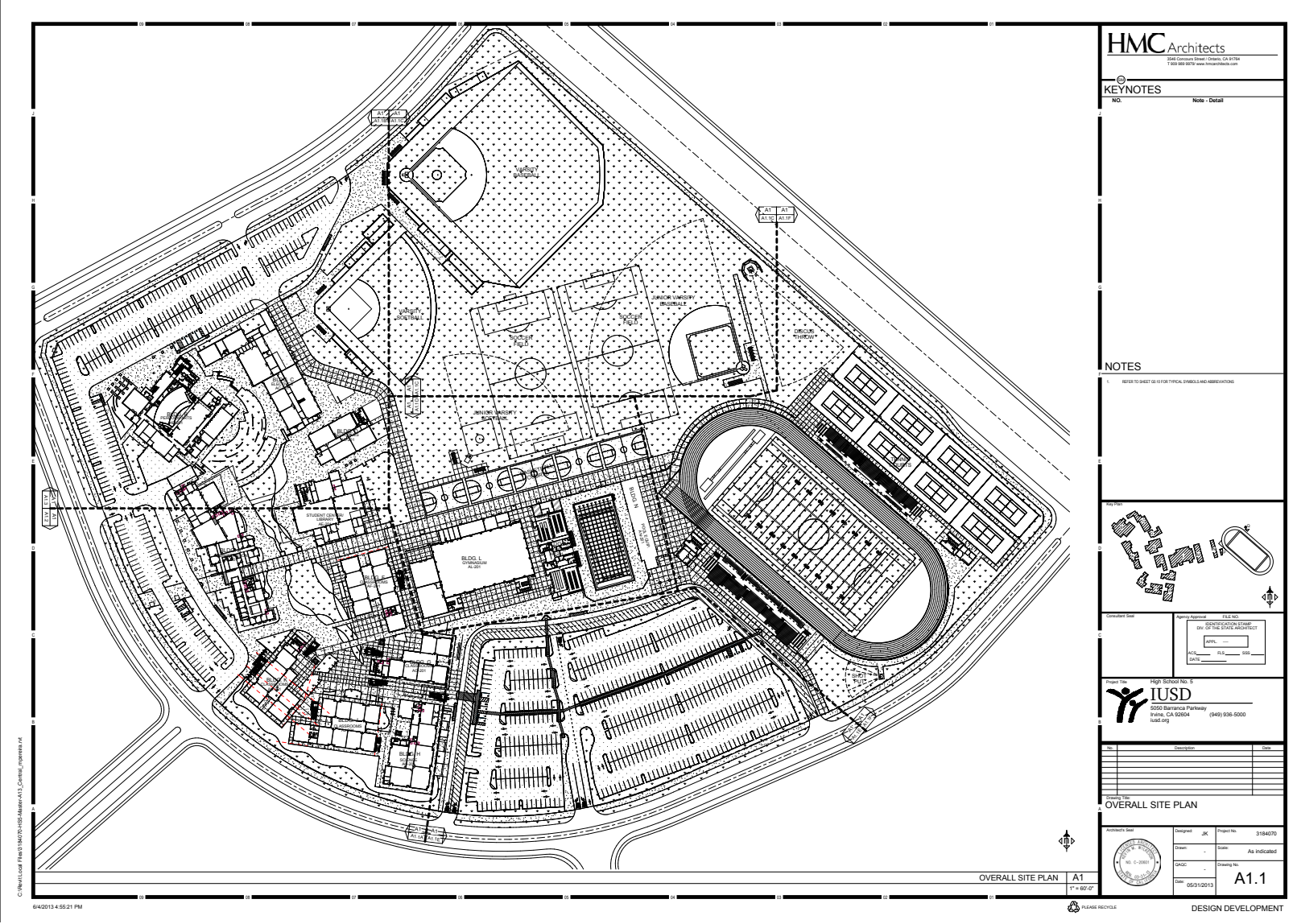


Figure 2.2 Proposed Site Plan



HMC Architects
2000 California Street, Suite 200, San Francisco, CA 94109
T 415 863 8570 Fax 415 863 8571
www.hmcarchitects.com

KEYNOTES
NO. Note - Detail

NOTES
1. REFER TO SHEET OR OTHER TYPICAL, SCHEDULED AND APPROPRIATE

PROJECT INFORMATION
Project Name: High School No. 5
Client: IUSD
2550 Balboa Parkway
Irvine, CA 92614
(949) 938-8000
iUSD.org

OVERALL SITE PLAN

Project No. 2184670
Designer: JAC
Drawn: []
Scale: As Indicated
Date: 05/31/2013
Sheet: A1.1

DESIGN DEVELOPMENT

2. Analysis Methodology

The traffic analysis conducted for the High School No. 5 project includes an assessment of traffic conditions at 52 study intersections for the following analysis timeframes:

- Existing: Year 2013
- Project Opening: Year 2017
- Interim: Year 2035
- Buildout: Post-2035

The project is scheduled for an opening year of 2016. The Interim Year 2017 analysis is presumed to occur after the project is complete and the school has been operating for approximately one year. The intersection analysis methodology and performance criteria used in this analysis conform to the City of Irvine Traffic Impact Analysis Guidelines adopted August 24, 2004.

2.1.1 Analysis Scenarios

The traffic analysis for the High School No. 5 project will include the following scenarios:

- No Project - 2011 Approved Project
- No Project - 2012 Modified Project Option 1
- No Project - 2012 Modified Project Option 2
- With Project - 2011 Approved Project
- With Project - 2012 Modified Project Option 1
- With Project - 2012 Modified Project Option 2

An AM and PM peak hour analysis of each scenario will be made for the following timeframes:

- Existing Condition (Year 2013)
- Interim (Year 2017)
- Interim (Year 2035)
- Buildout (Post-2035)

2.1.2 Analysis Study Area Intersections

Study intersections include:

1. "B" Street & Driveway 1
2. "B" Street & Driveway 2
3. Driveway 3 & "LQ" Street
4. Driveway 4 & "LQ" Street
5. "LQ" Street & Driveway 5
6. "LQ" Street & Driveway 6
7. "LQ" Street & Driveway 7
8. Jeffrey Road & Portola Parkway
9. Jeffrey Road & Irvine Boulevard
10. Jeffrey Road & Bryan Avenue
11. Jeffrey Road & Trabuco Road
12. Sand Canyon Avenue & Portola Parkway

13. Sand Canyon Avenue & Irvine Boulevard
14. Sand Canyon Avenue & Trabuco Road
15. Sand Canyon Avenue & I-5 Northbound Ramps
16. Sand Canyon Avenue & Marine Way
17. Sand Canyon Avenue & I-5 Southbound Ramps
18. Sand Canyon Avenue & Burt Road
19. Sand Canyon Avenue & Oak Canyon Road
20. SR-133 Southbound Ramps & Irvine Boulevard
21. SR-133 Northbound Ramps & Irvine Boulevard
22. Alton Parkway & Irvine Boulevard
23. Alton Parkway & Toledo Way
24. Alton Parkway & Jeronimo Road
25. Alton Parkway & Barranca Parkway
26. Bake Parkway & I-5 Northbound Ramps
27. Bake Parkway & I-5/I-405 Southbound Ramps
28. SR-133 Southbound Ramps & Trabuco Road
29. SR-133 Northbound Ramps & Trabuco Road
30. Ridge Valley & Portola Parkway
31. "O" Street & "C" Street
32. Ridge Valley/"O" Street & Irvine Boulevard
33. "O" Street & Trabuco Road
34. "O" Street & Marine Way
35. "B" Street & Irvine Boulevard
36. Marine Way & Barranca Parkway
37. Marine Way & Alton Parkway
38. Bake Parkway & Marine Way
39. Portola Springs & Portola Parkway
40. Modjeska/"A" Street & Irvine Boulevard
41. "O" Street & "LN" Street
42. "O" Street & "LQ" Street
43. "O" Street & "LV" Street
44. "LY" Street & "LQ" Street
45. "LY" Street & Irvine Boulevard
46. "LY" Street & Trabuco Road
47. "A" Street & "LQ" Street
48. "Z" Street & "LQ" Street
49. "Z" Street & Irvine Boulevard
50. "B" Street & "LQ" Street
51. "B" Street & Marine Way
52. "A-02" Street/"LQ" Street & Irvine Boulevard

2.2 INTERSECTION ANALYSIS

Study intersection future forecast traffic conditions are analyzed using the Intersection Capacity Utilization (ICU) methodology adopted in the Orange County Congestion Management Program¹ (CMP). The ICU methodology is based on intersection volume-to-capacity (V/C) ratios. The ICU value for each movement is the observed or forecast volume divided by the saturation flow volume. The intersection ICU value is the sum of the ICU values for the critical movement on

¹ 1999 Orange County Congestion Management Plan (CMP), OCTA

each leg, where the critical movement is the one (left, through, or right) that has the highest ICU value. ICU values are usually expressed as a decimal percent (e.g. 0.74), where 1.00 represents the saturated condition where the volume of traffic flow is equal to the capacity.

The methodology also incorporates a check for right-turn capacity utilization. Right-turn-on-green and right-turn-on-red capacity availability is calculated and checked against the total right-turn capacity need. If insufficient capacity is available, then an adjustment is made to the total capacity utilization value. This calculation utilizes a right-turn-on-red (RTOR) factor², which reflects a lower saturation flow rate for these turning movements. The RTOR factor is not used for dedicated right turns, due to the absence of conflicting movements that would reduce capacity.

The efficiency of traffic operations is measured in terms of Level of Service (LOS). The LOS refers to the quality of traffic flow along roadways and at intersections. Evaluation of roadways and intersections involves the assignment of grades from "A" to "F," with LOS "A" representing the highest level operating conditions and LOS "F" representing extremely congested and restricted operations. Each letter grade corresponds to a range of V/C values, which are described in Table 3-1.

Intersection Level of Service analysis is performed using TRAFFIX software. TRAFFIX is a network-based interactive computer program that enables calculation of levels of service at signalized and unsignalized intersections for multiple locations and scenarios. TRAFFIX also calculates signal timing (green times and cycle lengths) and maximum queue lengths to assist in evaluating signalized intersections.

Table 2-1 Level of Service Description

| Level of Service | ICU Value | Definition |
|------------------|-------------|---|
| A | 0.00 – 0.60 | At level of service A there are no cycles that are fully loaded, and few are even close to loaded. No approach phase is utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation. |
| B | 0.61 – 0.70 | Level of service B represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted within platoons of vehicles. |
| C | 0.71 – 0.80 | In level of service C stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and back-ups may develop behind turning vehicles. |
| D | 0.81 – 0.90 | Level of service D encompasses a zone of increasing restriction, approaching instability. Delay to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups. |

² City of Irvine, Planning Area 27 Tentative Tract Map Traffic Study, Appendix B – Intersection Capacity Utilization Worksheets

| Level of Service | ICU Value | Definition |
|------------------|-------------|---|
| E | 0.91 – 1.00 | Level of service E represents the most vehicles that any particular intersection approach can accommodate. At capacity ($V/C = 1.00$) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles). |
| F | > 1.000 | Level of service F represents jammed conditions. Back-ups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions. |

ICU – Intersection Capacity Utilization
Source: City of Irvine Traffic Study Guidelines

2.2.1 Intersection Analysis Time Period

Three conditions with the proposed high school project are evaluated for the weekday AM and PM peak hours. The weekday PM peak hour time period was included in the analysis of traffic conditions with the stadium.

2.2.2 Performance Standards

The traffic analysis incorporates the performance standards adopted by the City of Irvine. A capacity of 1,700 vehicles per hour per lane (vphpl) is assumed for both through lanes and dedicated turn lanes at the study intersections. Traffic signal phasing in the future condition is assumed to match the existing signal phasing (i.e. existing protected left turn = future protected left turn). The assumptions used in the analysis are summarized in Table 3-2.

Table 2-2 Peak Hour ICU Assumptions and Performance Standards

| | |
|-------------------------------|----------------------------------|
| Saturation Flow Rate | 1,700 vehicles per hour per lane |
| Clearance Interval | 0.05 seconds |
| Right-Turn-On-Red (RTOR) | Allowed |
| RTOR Saturation Flow Factor | 0.75 |
| Minimum Volume/Capacity (V/C) | None |

2.3 TRAFFIC COUNT DATA

Intersection turning movement counts were obtained from the *Heritage Fields Project 2012 General Plan Amendment and Zone Change Traffic Impact Analysis, 2012*. The counts were taken in 2012 and the City approved annual growth rate of 1.5% per year was applied to the year 2012 counts to estimate year 2013 volumes.

Average Daily Traffic (ADT) volumes on roadway segments in the vicinity of the project location were also obtained from the *Heritage Fields Project 2012 General Plan Amendment and Zone Change Traffic Impact Analysis*, and were collected in 2012.

2.4 FORECAST TRAFFIC VOLUMES

The future forecast intersection traffic volumes for year 2017, 2035, and post-2035 were obtained from the *Heritage Fields Project 2012 General Plan Amendment and Zone Change Traffic Impact Analysis, 2012*. The volumes in the Heritage Fields Project 2012 General Plan Amendment and Zone Change Traffic Impact Analysis were provided by ITAM for the year 2015, 2030, and post 2030. An annual growth rate of 1.5% per year was applied to these volumes to estimate year 2017, 2035, and post 2035 forecast volumes.

2.5 TRAFFIC ANALYSIS PERFORMANCE CRITERIA

The minimum acceptable level of service for intersections in the City of Irvine located outside of the Irvine Business Complex (IBC) is LOS "D." All of the project study intersections are located outside of the Irvine Business Complex (IBC).

For facilities that are forecast to operate at LOS "E" or LOS "F" in the baseline condition, project traffic is considered to result in a significant impact if it would cause the total ICU to increase by 0.02 or greater; or if the project brings an intersection from an acceptable LOS to an unacceptable LOS. Mitigation measures to return the ICU value back to the "without project" condition are required.

For intersections that are projected to be deficient in the most recent Circulation Phasing Analysis Report, a project-related increase in ICU of 0.01 or greater in the interim year (short term) would require mitigation measures to return the facility to baseline or contribution of fair share towards mitigation back to an acceptable level of service.

3. Existing Conditions

The project study area includes major arterials and intersections located within a 1.5-mile radius of Irvine High School No. 5. Descriptions of geometrical features and intersection level of service analysis results are included in this section.

3.1 ROADWAY CONDITIONS

3.1.1 Existing Roadway Network

Selected master plan arterials that provide access to Irvine High School No. 5 site are described in this section. Items of note include existing geometry, pedestrian and bicycle facilities, adjacent land uses, and the City of Irvine General Plan Master Plan of Arterial Highways (MPAH) designation.

Jeffrey Road is a six-lane major highway divided by a striped and raised median. On the City of Irvine Master Plan of Arterial Highways, Jeffrey Road is designated as a Major Highway between I-405 and Portola Parkway. Class II bicycle lanes are striped along both sides of the street throughout the study area, and on-street parking is not permitted. It provides access to the Interstate 5 freeway and the Interstate 405 freeway.

Sand Canyon Avenue runs east and west through the project area. It is generally a six lane roadway divided by a landscaped median. On the City of Irvine Master Plan of Arterial Highways, Sand Canyon Avenue is designated as a Major Highway (generally 6-lanes) between Portola Parkway and I-405. Class II bicycle lanes are striped along both sides of the street throughout the study area, and on-street parking is not permitted.

Alton Parkway is a six-lane divided major highway with Class II bike lanes and classified as a Major Highway between the city limits southeast of Irvine Boulevard and the Laguna Freeway. It is classified as a Primary Highway on the City of Irvine Master Plan of Arterial Highways from the Laguna Freeway north to Culver Drive where it transitions into a four-lane divided primary highway. Class II bicycle lanes are striped along both sides of the street throughout the study area, and on-street parking is not permitted.

Bake Parkway is a six to eight lane roadway divided by a landscaped or painted median. On the City of Irvine Master Plan of Arterial Highways, Bake Parkway is designated as a Major Highway (generally 6-lanes) between Irvine Boulevard and Laguna Canyon. Class II bicycle lanes are striped along both sides of the street throughout the study area, and on-street parking is not permitted. Class II bicycle lanes are striped along both sides of the street throughout the study area, and on-street parking is not permitted.

Portola Parkway is a six lane roadway north of Jeffrey divided by a landscaped median, and it transitions to a four lane roadway south of Jeffrey Road divided by a striped median then a landscaped median south of SR-133. On the City of Irvine Master Plan of Arterial Highways, Portola Parkway is designated as a Major Highway (generally 6-lanes) between the northern city limits south of Tustin Ranch Road and Jeffrey Road and a Primary Highway south of Jeffrey Road. Class II bicycle lanes are striped along both sides of the street throughout the study area, and on-street parking is not permitted.

Irvine Boulevard is a six lane roadway divided by a landscaped median. On the City of Irvine Master Plan of Arterial Highways, Irvine Boulevard is designated as a Major Highway (generally

6-lanes) between Newport Avenue and the southern city limits south of Alton Parkway. Class II bicycle lanes are striped along both sides of the street throughout the study area, and on-street parking is not permitted.

Trabuco Road runs north and south through the study area. On the City of Irvine Master Plan of Arterial Highways, Trabuco Road is designated as a Major Highway between Sand Canyon and the future SR-133 interchange. It is two lanes in each direction divided by a landscaped median. Class II bicycle lanes are striped along both sides of the street throughout the study area, and on-street parking is not permitted.

Barranca Parkway runs north and south through the study area. It is currently a four-lane divided roadway. On the City of Irvine Master Plan of Arterial Highways, Barranca Parkway/Muirlands Boulevard is designated as a Primary Highway. Class II bicycle lanes are striped along both sides of the street throughout the study area, and on-street parking is not permitted.

Marine Way is currently a two-lane undivided roadway between Sand Canyon Avenue and El Toro Boulevard. In the City of Irvine Master Plan of Arterial Highways, Marine Way is designated as a Primary.

3.1.2 Average Daily Traffic (ADT) and Arterial Level of Service (LOS)

Average Daily Traffic (ADT) volumes for the study area network are summarized in Table 3-1. Year 2013 volumes were estimated by applying a growth factor equivalent to 1.5% per year to data obtained from the Heritage Fields Project 2012 – GPA/ZC Traffic Study. All study area segments currently operate at LOS C or better.

Table 3-1 Year 2013 ADT Volumes – No Project

| # | Street Name | Limits | # Lanes | Capacity | 2013 NP ADT | | |
|----|----------------|--------------------------------|---------|----------|-------------|------|-----|
| | | | | | ADT | V/C | LOS |
| 1 | Jeffrey Rd | Irvine Blvd to Bryan Av | 6D | 54,000 | 16,094 | 0.30 | A |
| 2 | Sand Canyon Av | Portola Pkwy to Irvine Blvd | 4D | 32,000 | 12,614 | 0.39 | A |
| 3 | Sand Canyon Av | Irvine Blvd to Trabuco Rd | 6D | 54,000 | 23,409 | 0.43 | A |
| 4 | Sand Canyon Av | Trabuco Rd to Marine Way | 8D | 72,000 | 28,669 | 0.40 | A |
| 5 | Sand Canyon Av | Marine Way to Oak Canyon Rd | 4D | 32,000 | 25,375 | 0.79 | C |
| 6 | Alton Pkwy | Irvine Blvd to Toledo Wy | 6D | 54,000 | 9,242 | 0.17 | A |
| 7 | Alton Pkwy | Toledo Wy to Jeronimo Rd | 6D | 54,000 | 16,526 | 0.31 | A |
| 8 | Alton Pkwy | Jeronimo Rd to Barranca Pkwy | 6D | 54,000 | 24,559 | 0.45 | A |
| 9 | Portola Pkwy | Jeffrey Rd to Sand Canyon Av | 4D | 32,000 | 10,138 | 0.32 | A |
| 10 | Portola Pkwy | Sand Canyon Av to Ridge Valley | 4D | 32,000 | 10,150 | 0.32 | A |
| 11 | Portola Pkwy | Ridge Valley to Modjeska | 4D | 32,000 | 4,955 | 0.15 | A |
| 12 | Irvine Blvd | Jeffrey Rd to Sand Canyon Av | 6D | 54,000 | 22,699 | 0.42 | A |
| 13 | Irvine Blvd | Sand Canyon Av to SR-133 Fwy | 6D | 54,000 | 19,245 | 0.36 | A |
| 14 | Irvine Blvd | SR-133 Fwy to Ridge Valley | 4D | 32,000 | 19,245 | 0.60 | A |
| 15 | Irvine Blvd | Ridge Valley to "LY" St | 4D | 32,000 | 19,245 | 0.60 | A |
| 16 | Irvine Blvd | "LY" St to "Z" St | 4D | 32,000 | 19,245 | 0.60 | A |
| 17 | Irvine Blvd | "Z" St to "B" St | 4D | 32,000 | 19,245 | 0.60 | A |
| 18 | Irvine Blvd | "B" St to "LQ" St | 4D | 32,000 | 19,245 | 0.60 | A |
| 19 | Irvine Blvd | "LQ" St to Alton Pkwy | 4D | 32,000 | 19,245 | 0.60 | A |

| # | Street Name | Limits | # Lanes | Capacity | 2013 NP ADT | | |
|----|-------------|------------------------------|---------|----------|-------------|------|-----|
| | | | | | ADT | V/C | LOS |
| 20 | Trabuco Rd | Jeffrey Rd to Sand Canyon Av | 4D | 32,000 | 7,093 | 0.22 | A |
| 21 | Trabuco Rd | Sand Canyon Av to SR-133 Fwy | 4D | 32,000 | - | - | A |
| 22 | Trabuco Rd | SR-133 Fwy to "O" St | 4D | 32,000 | - | - | A |
| 23 | "O" St | Portola Pkwy to Irvine Blvd | 4D | 32,000 | - | - | A |
| 24 | "O" St | Irvine Blvd to "C" St | 4D | 32,000 | - | - | A |
| 25 | "O" St | "C" St to "LN" St | 4D | 32,000 | - | - | A |
| 26 | "O" St | "LN" St to "LQ" St | 4D | 32,000 | - | - | A |
| 27 | "O" St | "LQ" St to Trabuco Rd | 4D | 32,000 | - | - | A |
| 28 | "O" St | Trabuco Rd to "LV" St | 4D | 32,000 | - | - | A |
| 29 | "B" St | Irvine Blvd to "LQ" St | 2D | 13,000 | - | - | A |
| 30 | "B" St | "LQ" St to Marine Wy | 2D | 13,000 | - | - | A |
| 31 | "LQ" St | "O" St to "C" St | 2D | 13,000 | - | - | A |
| 32 | "LQ" St | "C" St to "LY" St | 2D | 13,000 | - | - | A |
| 33 | "LQ" St | "LY" St to "A" St | 2D | 13,000 | - | - | A |
| 34 | "LQ" St | "A" St to "Z" St | 2D | 13,000 | - | - | A |
| 35 | "LQ" St | "Z" St to "B" St | 2D | 13,000 | - | - | A |
| 36 | "LQ" St | "B" St to Irvine Blvd | 2D | 13,000 | - | - | A |

#D – total number of lanes in both directions divided by a raised median.

3.2 INTERSECTIONS

Fifty-two study intersections have been selected for analysis based on traffic patterns and forecast project trip distribution through the study area. The list of study intersections include was previously shown under Section 2.1.2.

The existing lane geometry and traffic control for each intersection are illustrated in Figure 3.1. and Year 2013 intersection volumes are shown in Figure 3.2. A summary of the level of service analysis results for the year 2013 without project condition is included in Table 3-2. One study intersections currently operates at a deficient level of service during the evening peak hour. The intersection of Sand Canyon Avenue and I-5 SB Ramps (#305) operates at LOS "F".

Table 3-2 Year 2013 Peak Hour Intersection LOS

| Intersection | | Control ¹ | AM Peak | | PM Peak | |
|--------------|-------------------------------|----------------------|------------------|------------------|------------------|------------------|
| | | | V/C ² | LOS ³ | V/C ² | LOS ³ |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.38 | A | 0.35 | A |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.47 | A | 0.55 | A |
| 284 | Jeffrey Rd & Bryan Av | S | 0.46 | A | 0.38 | A |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.45 | A | 0.43 | A |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.26 | A | 0.29 | A |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.51 | A | 0.50 | A |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.39 | A | 0.38 | A |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.69 | B | 0.84 | D |
| 304 | Sand Canyon Av & Marine Way | S | 0.59 | A | 0.61 | B |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 0.76 | B | 1.02 | F |
| 444 | Sand Canyon Av & Burt Rd | S | 0.67 | B | 0.57 | A |

| Intersection | | Control ¹ | AM Peak | | PM Peak | |
|--------------|--------------------------------|----------------------|------------------|------------------|------------------|------------------|
| | | | V/C ² | LOS ³ | V/C ² | LOS ³ |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.29 | A | 0.29 | A |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.46 | A | 0.44 | A |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.47 | A | 0.62 | A |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.46 | A | 0.49 | A |
| 339 | Alton Pkwy & Toledo Way | S | 0.38 | A | 0.36 | A |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.37 | A | 0.35 | A |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.45 | A | 0.57 | A |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.90 | D | 0.35 | A |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.68 | B | 0.73 | C |
| 556 | Ridge Valley & Portola Pkwy | S | 0.35 | A | 0.25 | A |
| 571 | Portola Springs & Portola Pkwy | S | 0.18 | A | 0.15 | A |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.32 | A | 0.44 | A |

1. S – signalized intersection; U – unsignalized with 2-way or all-way stop control; R – roundabout
2. V/C = volume-to-capacity ratio
3. LOS E acceptable at Intersections #338, #367, #368

Figure 3.1 Existing Study Intersection Geometry and Control

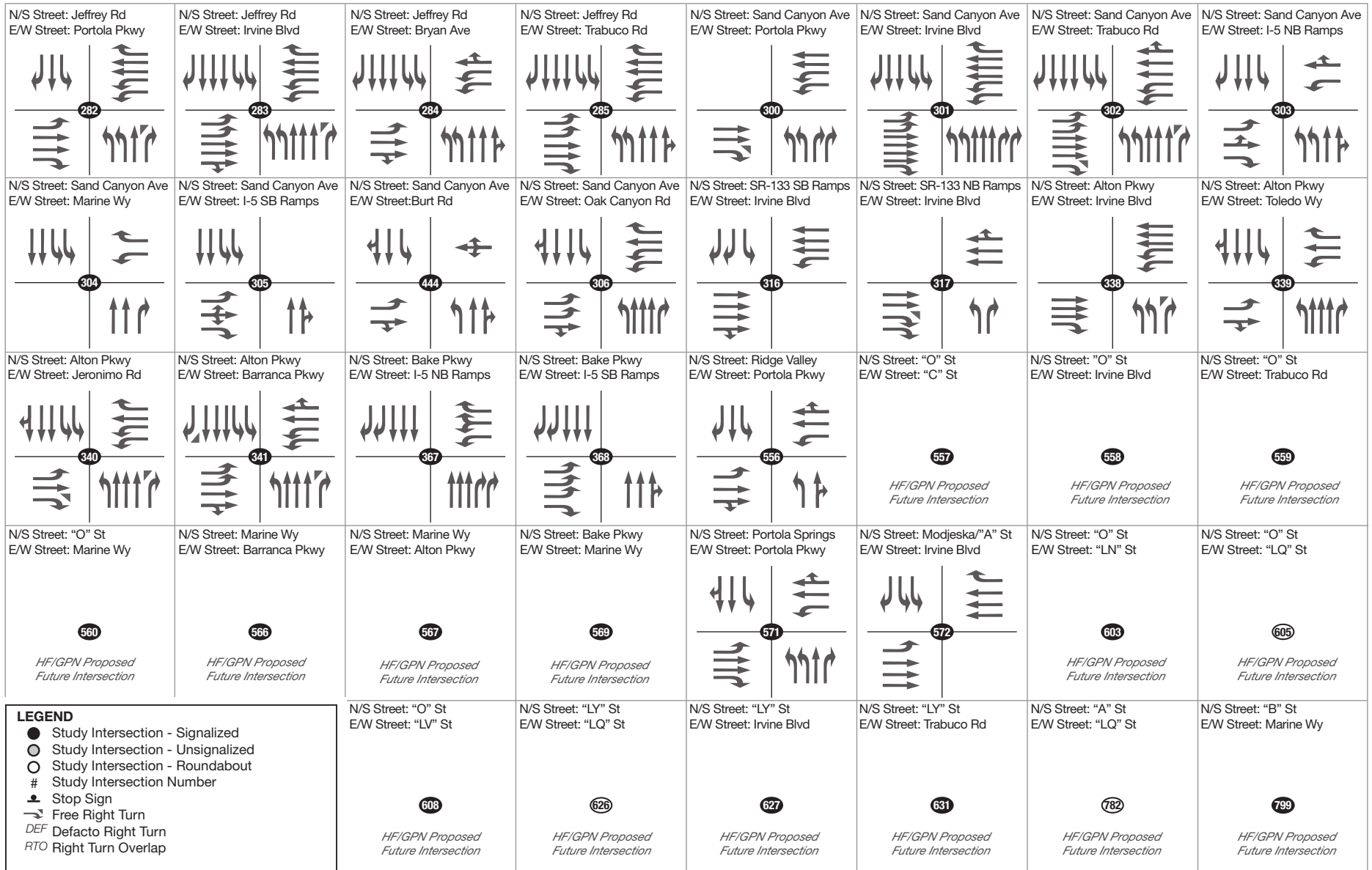
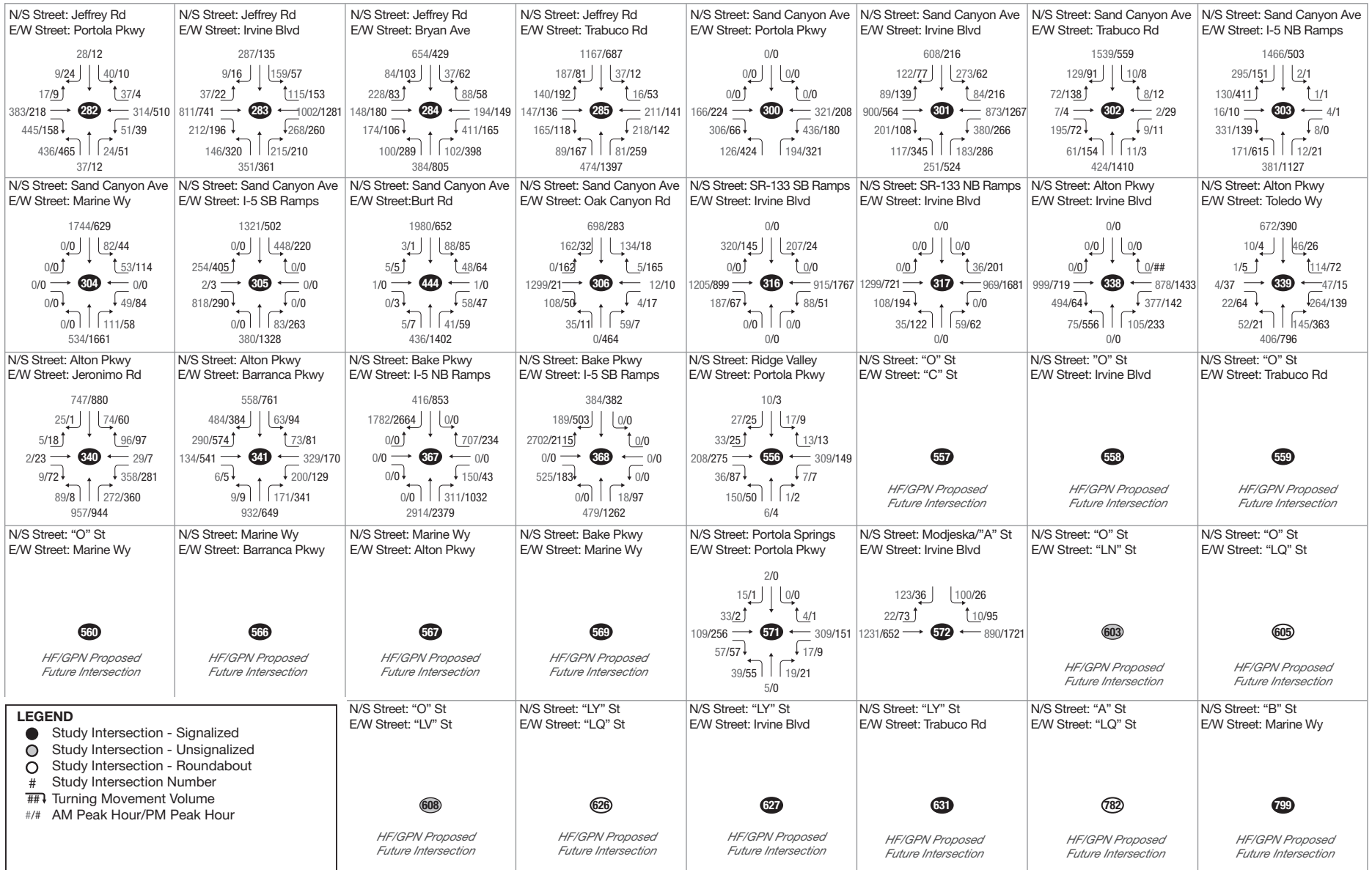


Figure 3.2 Year 2013 Peak Hour Volumes - No Project



4. Future Traffic Without the Proposed Project

This section develops the future No Build conditions in the study area with ambient traffic growth. Ambient traffic growth is the increase in traffic that is expected to occur in the study area due to general employment growth, housing growth and growth in regional through trips. Even if there was no change in housing or employment in the study area, there will be some background (ambient) traffic growth in the region. In addition to the existing condition analysis, future analysis has been conducted for two interim years (2017 and 2035) and the buildout condition (post-2035).

Year 2017 baseline volumes were derived by applying a growth factor of 1.03 (equivalent to an annual growth rate of 1.5% over two years) to the Year 2015 volumes from the Heritage Fields Project 2012 – GPA/ZC Traffic Study for the 2011 Approved Project, 2012 Modified Project Option 1 and 2012 Modified Project Option 2 scenarios. Year 2035 and Post 2035 baseline volumes were derived by applying a growth factor of 1.0773 (equivalent to an annual growth rate of 1.5% over five years) to the Year 2030 and Post 2030 volumes from the 2012 Traffic Study. The Post-2035 volumes are assumed to be equivalent to the Post-2030 volumes from the 2012 Traffic Study. It is assumed that the existing lane geometry and control remain unchanged in the No Build analysis.

4.1 PROJECTED TRAFFIC AND LEVEL OF SERVICE (LOS)

4.1.1 Year 2017

The intersection geometry control for 2017 (Approved 2011 Project) are shown in Figure 4.1. The intersection geometry controls for 2017 (2012 Modified Project Options 1 and 2) are shown in Figure 4.2. Year 2017 forecast intersection volumes are shown in Figure 4.3. A summary of the level of service analysis results for the year 2017 without project condition is included in Table 4-1. Three study intersections are expected to operate at a deficient level of service during the AM and/or PM peak hours:

- Sand Canyon Avenue and I-5 Southbound Ramps (#305) – LOS E, AM
- Sand Canyon Avenue and Oak Canyon Road (#306) – LOS E, PM
- “LQ” Street and Irvine Boulevard (#800) – LOS E, AM

Table 4-1 Year 2017 Peak Hour Intersection LOS – No Project – 2011 Approved Project

| Intersection | | Control ¹ | AM Peak | | PM Peak | |
|--------------|-----------------------------------|----------------------|-----------|------------------|-----------|------------------|
| | | | V/C Delay | LOS ² | V/C Delay | LOS ² |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.58 | A | 0.64 | B |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.67 | B | 0.68 | B |
| 284 | Jeffrey Rd & Bryan Av | S | 0.65 | B | 0.50 | A |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.63 | B | 0.64 | B |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.36 | A | 0.36 | A |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.67 | B | 0.62 | B |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.70 | B | 0.67 | B |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.70 | C | 0.66 | B |
| 304 | Sand Canyon Av & Marine Way | S | 0.78 | C | 0.76 | C |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 0.93 | E | 0.83 | D |
| 444 | Sand Canyon Av & Burt Rd | S | 0.79 | C | 0.62 | B |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.67 | B | 0.99 | E |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.56 | A | 0.54 | A |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.68 | B | 0.79 | C |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.88 | D | 0.81 | D |
| 339 | Alton Pkwy & Toledo Way | S | 0.67 | B | 0.60 | A |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.69 | B | 0.55 | A |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.60 | A | 0.70 | B |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.94 | E | 0.89 | D |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.77 | C | 0.84 | D |
| 556 | Ridge Valley & Portola Pkwy | S | 0.52 | A | 0.63 | B |
| 557 | "O" St & "C" St | R | 0.31 | A | 0.23 | A |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.63 | B | 0.84 | D |
| 559 | "O" St & Trabuco Rd | S | 0.54 | A | 0.45 | A |
| 560 | "O" St & Marine Way | S | 0.29 | A | 0.34 | A |
| 571 | Portola Springs & Portola Pkwy | S | 0.19 | A | 0.15 | A |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.55 | A | 0.60 | B |
| 603 | "O" St & "LN" St | U | 0.18 | A | 0.07 | A |
| 605 | "O" St & "LQ" St | R | 0.20 | A | 0.22 | A |
| 608 | "O" St & "LV" St | U | 0.02 | A | 0.01 | A |
| 626 | "LY" St & "LQ" St | R | 0.27 | A | 0.25 | A |
| 627 | "LY" St & Irvine Blvd | S | 0.47 | A | 0.70 | C |
| 631 | "LY" St & Trabuco Rd | U | 0.02 | A | 0.01 | A |
| 782 | "A" St & "LQ" St | R | 0.17 | A | 0.20 | A |
| 790 | "Z" St & Irvine Blvd | S | 0.68 | B | 0.59 | A |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.91 | E | 0.85 | D |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout
2. LOS E acceptable at Intersections #338, #367, #368

Year 2017 (2012 Modified Project, Option 1) forecast intersection volumes are shown in Figure 4.4. A summary of the level of service analysis results for the year 2017 (2012 Modified Project, Option 1) without project condition is included in Table 4-2. Two study intersections are expected to operate at a deficient level of service during the AM and/or PM peak hours:

- Sand Canyon Avenue and I-5 Southbound Ramps (#305) – LOS E, AM
- Sand Canyon Avenue and Oak Canyon Road (#306) – LOS F, PM

Table 4-2 Year 2017 Peak Hour Intersection LOS – No Project – 2012 Modified Project Option 1

| Intersection | | Control ¹ | AM Peak | | PM Peak | |
|--------------|-----------------------------------|----------------------|-----------|------------------|-----------|------------------|
| | | | V/C Delay | LOS ² | V/C Delay | LOS ² |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.58 | A | 0.63 | B |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.66 | B | 0.67 | B |
| 284 | Jeffrey Rd & Bryan Av | S | 0.63 | B | 0.58 | A |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.63 | B | 0.64 | B |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.36 | A | 0.48 | A |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.58 | A | 0.53 | A |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.71 | C | 0.72 | C |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.70 | C | 0.76 | C |
| 304 | Sand Canyon Av & Marine Way | S | 0.83 | D | 0.89 | D |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 0.93 | E | 0.85 | D |
| 444 | Sand Canyon Av & Burt Rd | S | 0.79 | C | 0.80 | C |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.67 | B | 1.00 | F |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.45 | A | 0.49 | A |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.47 | A | 0.70 | B |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.85 | D | 0.81 | D |
| 339 | Alton Pkwy & Toledo Way | S | 0.66 | B | 0.59 | A |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.69 | B | 0.54 | A |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.60 | A | 0.70 | C |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.93 | E | 0.73 | C |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.77 | C | 0.90 | D |
| 556 | Ridge Valley & Portola Pkwy | S | 0.52 | A | 0.65 | B |
| 557 | "O" St & "C" St | R | 0.53 | A | 0.38 | A |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.54 | A | 0.67 | B |
| 559 | "O" St & Trabuco Rd | S | 0.75 | C | 0.64 | B |
| 560 | "O" St & Marine Way | S | 0.27 | A | 0.49 | A |
| 571 | Portola Springs & Portola Pkwy | S | 0.56 | A | 0.48 | A |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.40 | A | 0.55 | A |
| 603 | "O" St & "LN" St | U | 0.27 | A | 0.20 | A |
| 605 | "O" St & "LQ" St | R | 0.31 | A | 0.24 | A |
| 608 | "O" St & "LV" St | U | 0.19 | A | 0.35 | A |
| 626 | "LY" St & "LQ" St | R | 0.29 | A | 0.29 | A |
| 627 | "LY" St & Irvine Blvd | S | 0.37 | A | 0.64 | B |
| 631 | "LY" St & Trabuco Rd | U | 0.01 | A | 0.02 | A |
| 782 | "A" St & "LQ" St | R | 0.17 | A | 0.24 | A |

| Intersection | | Control ¹ | AM Peak | | PM Peak | |
|--------------|---------------------------------|----------------------|-----------|------------------|-----------|------------------|
| | | | V/C Delay | LOS ² | V/C Delay | LOS ² |
| 790 | "Z" St & Irvine Blvd | S | 0.53 | A | 0.53 | A |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.89 | D | 0.86 | D |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout
2. LOS E acceptable at Intersections #338, #367, #368

Year 2017 (2012 Modified Project, Option 2) forecast intersection volumes are shown in Figure 4.5. The level of service analysis results for the year 2017 (2012 Modified Project, Option 2) without project condition is included in Table 4-3. Two study intersections are expected to operate at a deficient level of service during the AM and/or PM peak hours:

- Sand Canyon Avenue and I-5 Southbound Ramps (#305) – LOS E, AM
- Sand Canyon Avenue and Oak Canyon Road (#306) – LOS F, PM

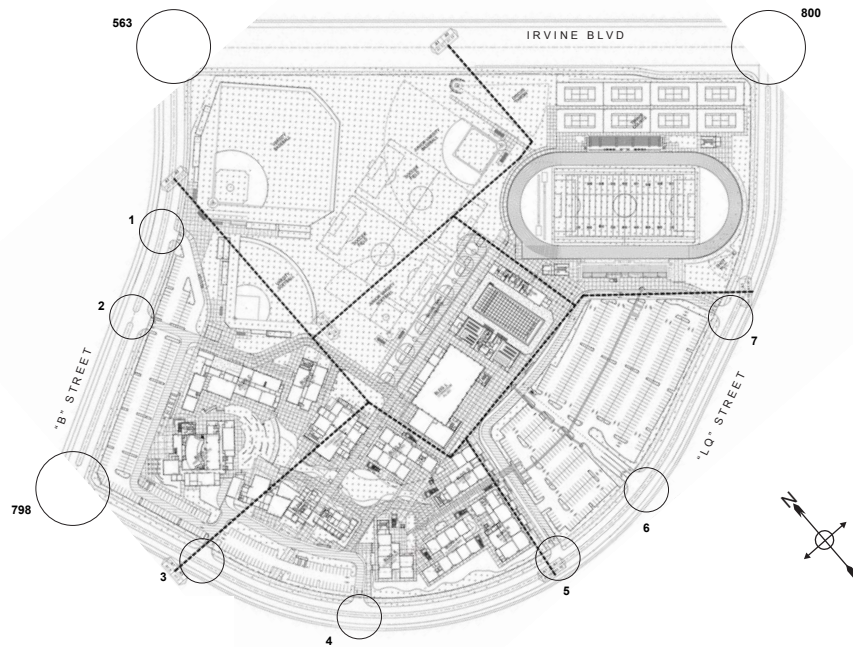
Table 4-3 Year 2017 Peak Hour Intersection LOS – No Project – 2012 Modified Project Option 2

| Intersection | | Control ¹ | AM Peak | | PM Peak | |
|--------------|--------------------------------|----------------------|-----------|------------------|-----------|------------------|
| | | | V/C Delay | LOS ² | V/C Delay | LOS ² |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.58 | A | 0.64 | B |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.66 | B | 0.67 | B |
| 284 | Jeffrey Rd & Bryan Av | S | 0.63 | B | 0.58 | A |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.63 | B | 0.64 | B |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.36 | A | 0.48 | A |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.58 | A | 0.60 | A |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.71 | C | 0.72 | C |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.71 | C | 0.70 | C |
| 304 | Sand Canyon Av & Marine Way | S | 0.82 | D | 0.89 | D |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 0.93 | E | 0.85 | D |
| 444 | Sand Canyon Av & Burt Rd | S | 0.79 | C | 0.80 | C |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.67 | B | 1.00 | F |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.45 | A | 0.49 | A |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.47 | A | 0.70 | B |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.85 | D | 0.81 | D |
| 339 | Alton Pkwy & Toledo Way | S | 0.67 | B | 0.59 | A |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.68 | B | 0.54 | A |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.60 | A | 0.70 | C |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.93 | E | 0.73 | C |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.77 | C | 0.90 | D |
| 556 | Ridge Valley & Portola Pkwy | S | 0.52 | A | 0.65 | B |
| 557 | "O" St & "C" St | R | 0.52 | A | 0.38 | A |

| Intersection | | Control ¹ | AM Peak | | PM Peak | |
|--------------|-----------------------------------|----------------------|-----------|------------------|-----------|------------------|
| | | | V/C Delay | LOS ² | V/C Delay | LOS ² |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.54 | A | 0.76 | C |
| 559 | "O" St & Trabuco Rd | S | 0.74 | C | 0.63 | B |
| 560 | "O" St & Marine Way | S | 0.27 | A | 0.50 | A |
| 571 | Portola Springs & Portola Pkwy | S | 0.56 | A | 0.48 | A |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.40 | A | 0.55 | A |
| 603 | "O" St & "LN" St | U | 0.32 | A | 0.24 | A |
| 605 | "O" St & "LQ" St | R | 0.30 | A | 0.24 | A |
| 608 | "O" St & "LV" St | U | 0.19 | A | 0.36 | A |
| 626 | "LY" St & "LQ" St | R | 0.29 | A | 0.28 | A |
| 627 | "LY" St & Irvine Blvd | S | 0.37 | A | 0.64 | B |
| 631 | "LY" St & Trabuco Rd | U | 0.01 | A | 0.02 | A |
| 782 | "A" St & "LQ" St | R | 0.15 | A | 0.23 | A |
| 790 | "Z" St & Irvine Blvd | S | 0.52 | A | 0.56 | A |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.88 | D | 0.86 | D |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout
2. LOS E acceptable at Intersections #338, #367, #368

Figure 4.1 Year 2017 Intersection Geometry & Control - 2011 Approved Project



| | | | |
|---|---|---|--|
| N/S Street: "B" St E/W Street: Driveway 1 With Project Geometry | N/S Street: "B" Street E/W Street: Driveway 2 With Project Geometry | N/S Street: Driveway 3 E/W Street: "LQ" St With Project Geometry | N/S Street: Driveway 4 E/W Street: "LQ" St With Project Geometry |
| N/S Street: "LQ" St E/W Street: Driveway 5 With Project Geometry | N/S Street: "LQ" St E/W Street: Driveway 6 With Project Geometry | N/S Street: "LQ" St E/W Street: Driveway 7 With Project Geometry | N/S Street: "B" St E/W Street: Irvine Blvd With Project Geometry |
| N/S Street: "Z" St E/W Street: "LQ" St 787 HF/GPN Proposed Future Intersection | N/S Street: "Z" St E/W Street: Irvine Blvd 790 HF/GPN Proposed Future Intersection | N/S Street: "B" St E/W Street: "LQ" St 798 HF/GPN Proposed Future Intersection | N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd 800 HF/GPN Proposed Future Intersection |
| N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd 486 HF/GPN Proposed Future Intersection | N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd 487 HF/GPN Proposed Future Intersection | | |

| LEGEND | |
|--------|-----------------------------------|
| ● | Study Intersection - Signalized |
| ○ | Study Intersection - Unsignalized |
| ○ | Study Intersection - Roundabout |
| # | Study Intersection Number |
| ⊥ | Stop Sign |
| ↘ | Free Right Turn |
| DEF | Defacto Right Turn |
| RTO | Right Turn Overlap |



Figure 4.1 Year 2017 Intersection Geometry & Control - 2011 Approved Project

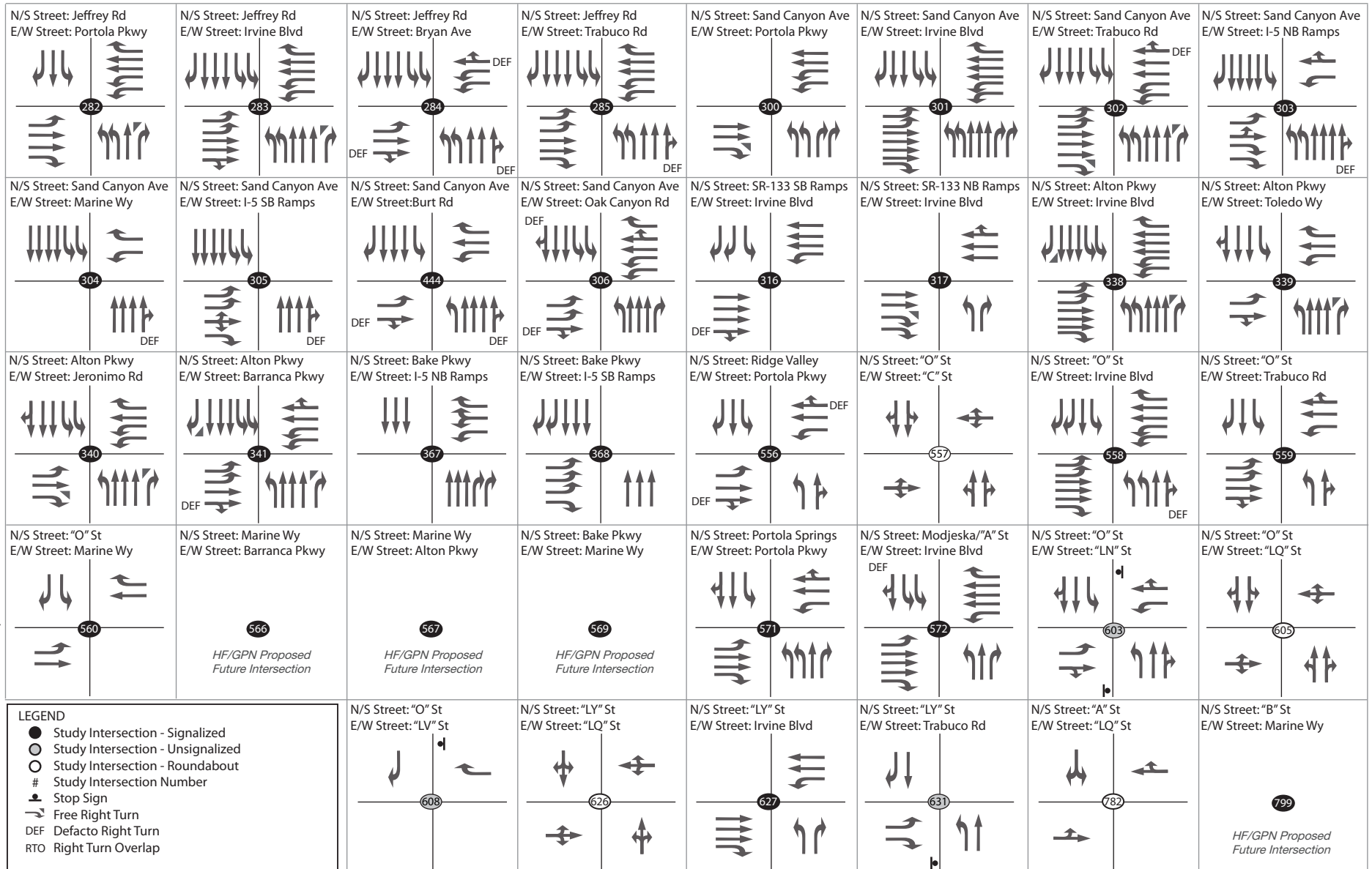
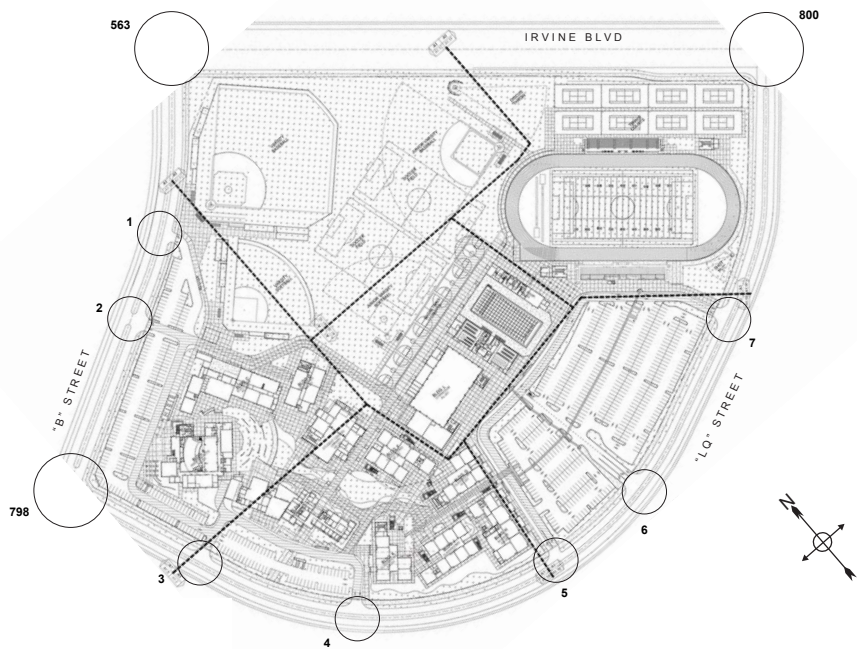


Figure 4.2 Year 2017 Intersection Geometry & Control - 2012 Modified Project Options 1 & 2



| | | | |
|---|---|---|---|
| <p>N/S Street: "B" St E/W Street: Driveway 1</p> <p>With Project Geometry</p> | <p>N/S Street: "B" Street E/W Street: Driveway 2</p> <p>With Project Geometry</p> | <p>N/S Street: Driveway 3 E/W Street: "LQ" St</p> <p>With Project Geometry</p> | <p>N/S Street: Driveway 4 E/W Street: "LQ" St</p> <p>With Project Geometry</p> |
| <p>N/S Street: "LQ" St E/W Street: Driveway 5</p> <p>With Project Geometry</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 6</p> <p>With Project Geometry</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 7</p> <p>With Project Geometry</p> | <p>N/S Street: "B" St E/W Street: Irvine Blvd</p> <p>With Project Geometry</p> |
| <p>N/S Street: "Z" St E/W Street: "LQ" St</p> <p style="text-align: center;">787</p> <p>HF/GPN Proposed Future Intersection</p> | <p>N/S Street: "Z" St E/W Street: Irvine Blvd</p> <p style="text-align: center;">790</p> | <p>N/S Street: "B" St E/W Street: "LQ" St</p> <p style="text-align: center;">798</p> <p>HF/GPN Proposed Future Intersection</p> | <p>N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd</p> <p style="text-align: center;">800</p> |
| <p>N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd</p> <p style="text-align: center;">486</p> <p>HF/GPN Proposed Future Intersection</p> | <p>N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd</p> <p style="text-align: center;">487</p> <p>HF/GPN Proposed Future Intersection</p> | | |

LEGEND

- Study Intersection - Signalized
- Study Intersection - Unsignalized
- Study Intersection - Roundabout
- # Study Intersection Number
- ⊥ Stop Sign
- ↪ Free Right Turn
- DEF Defacto Right Turn
- RTO Right Turn Overlap

Figure 4.2 Year 2017 Intersection Geometry & Control - 2012 Modified Project Options 1 & 2

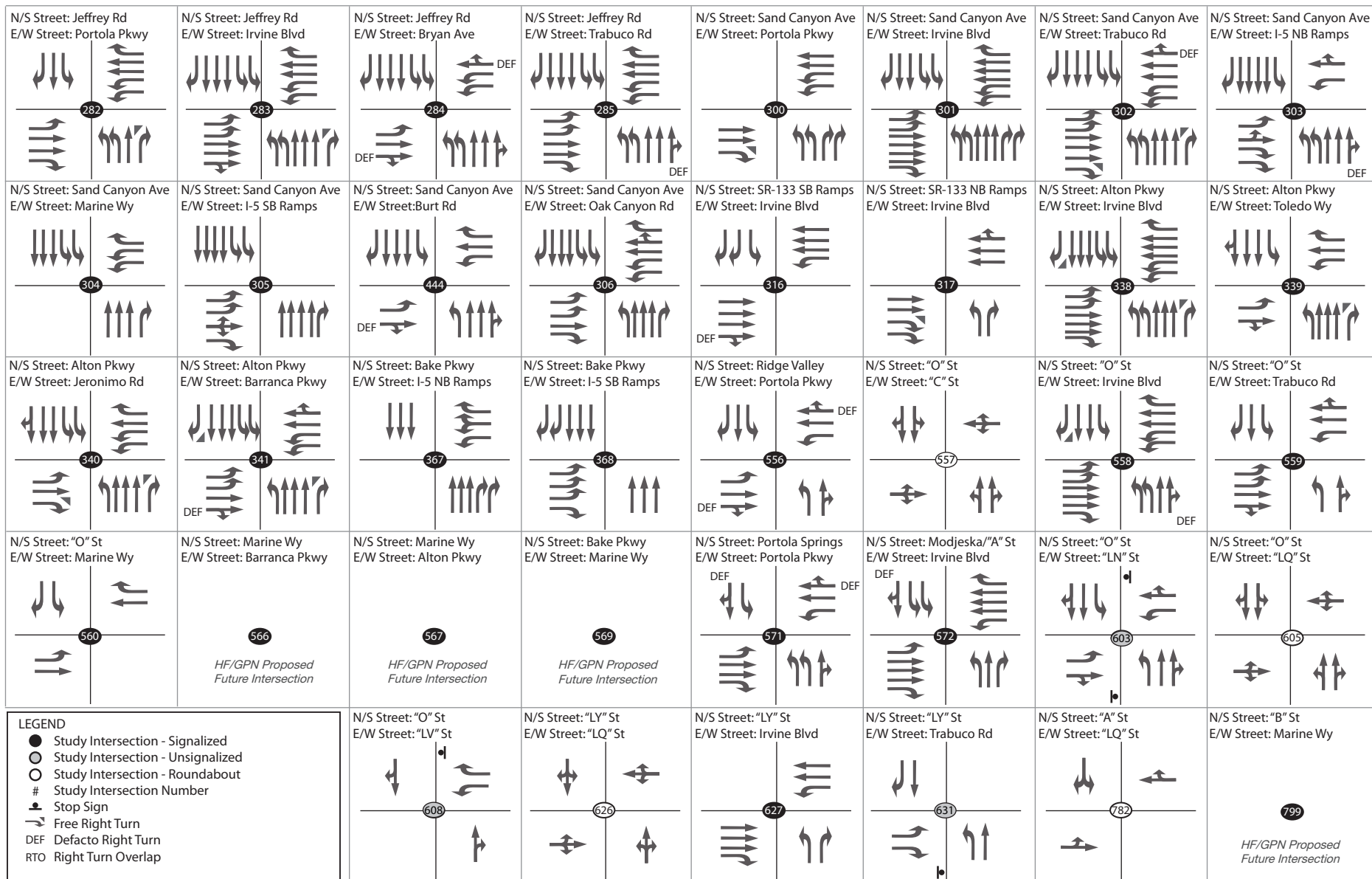
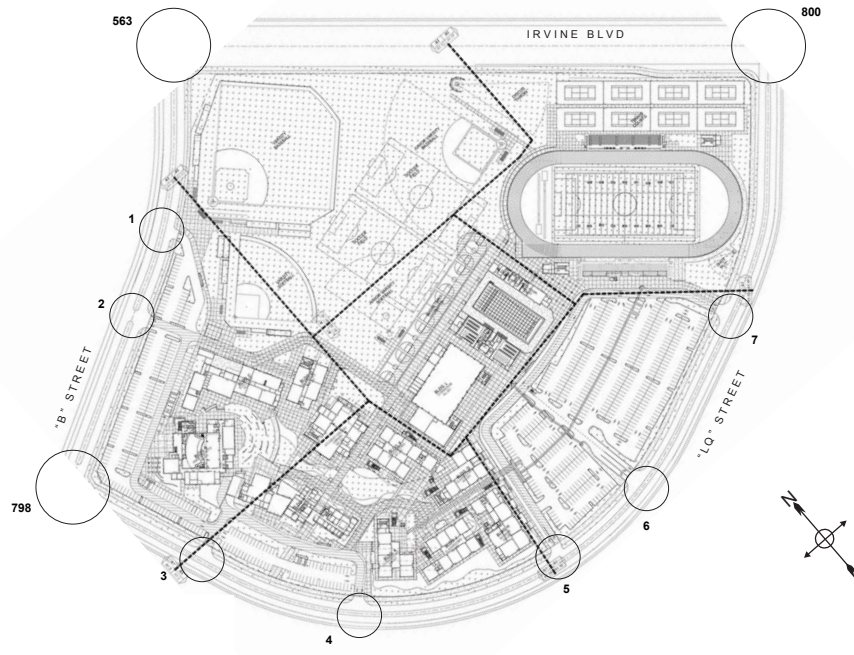


Figure 4.3 Year 2017 Peak Hour Volumes - 2011 Approved Project - No Project



| | | | |
|--|--|--|--|
| N/S Street: "B" St E/W Street: Driveway 1 ① Proposed Project Intersection | N/S Street: Sand Canyon Ave E/W Street: Driveway 2 ② Proposed Project Intersection | N/S Street: Driveway 3 E/W Street: "LQ" St ③ Proposed Project Intersection | N/S Street: Driveway 4 E/W Street: "LQ" St ④ Proposed Project Intersection |
| N/S Street: "LQ" St E/W Street: Driveway 5 ⑤ Proposed Project Intersection | N/S Street: "LQ" St E/W Street: Driveway 6 ⑥ Proposed Project Intersection | N/S Street: "LQ" St E/W Street: Driveway 7 ⑦ Proposed Project Intersection | N/S Street: "B" St E/W Street: Irvine Blvd ⑤63 HF/GPN Proposed Future Intersection |
| N/S Street: "Z" St E/W Street: "LQ" St ⑦87 HF/GPN Proposed Future Intersection | N/S Street: "Z" St E/W Street: Irvine Blvd ⑦90 78/35 86/54 198/66 25/52 1948/1373 83/74 78/104 20/44 28/110 352/2186 137/169 182/130 | N/S Street: "B" St E/W Street: "LQ" St ⑦98 HF/GPN Proposed Future Intersection | N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd ⑧00 0/0 58/39 162/67 24/81 59/189 2290/1597 1539/2436 0/0 0/0 0/0 0/0 |
| N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd ④86 HF/GPN Proposed Future Intersection | N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd ④87 HF/GPN Proposed Future Intersection | | |

LEGEND

- Study Intersection - Signalized
- Study Intersection - Unsignalized
- Study Intersection - Roundabout
- # Study Intersection Number
- ## Turning Movement Volume
- ##/## AM Peak Hour/PM Peak Hour

Figure 4.3 Year 2017 Peak Hour Volumes - 2011 Approved Project - No Project

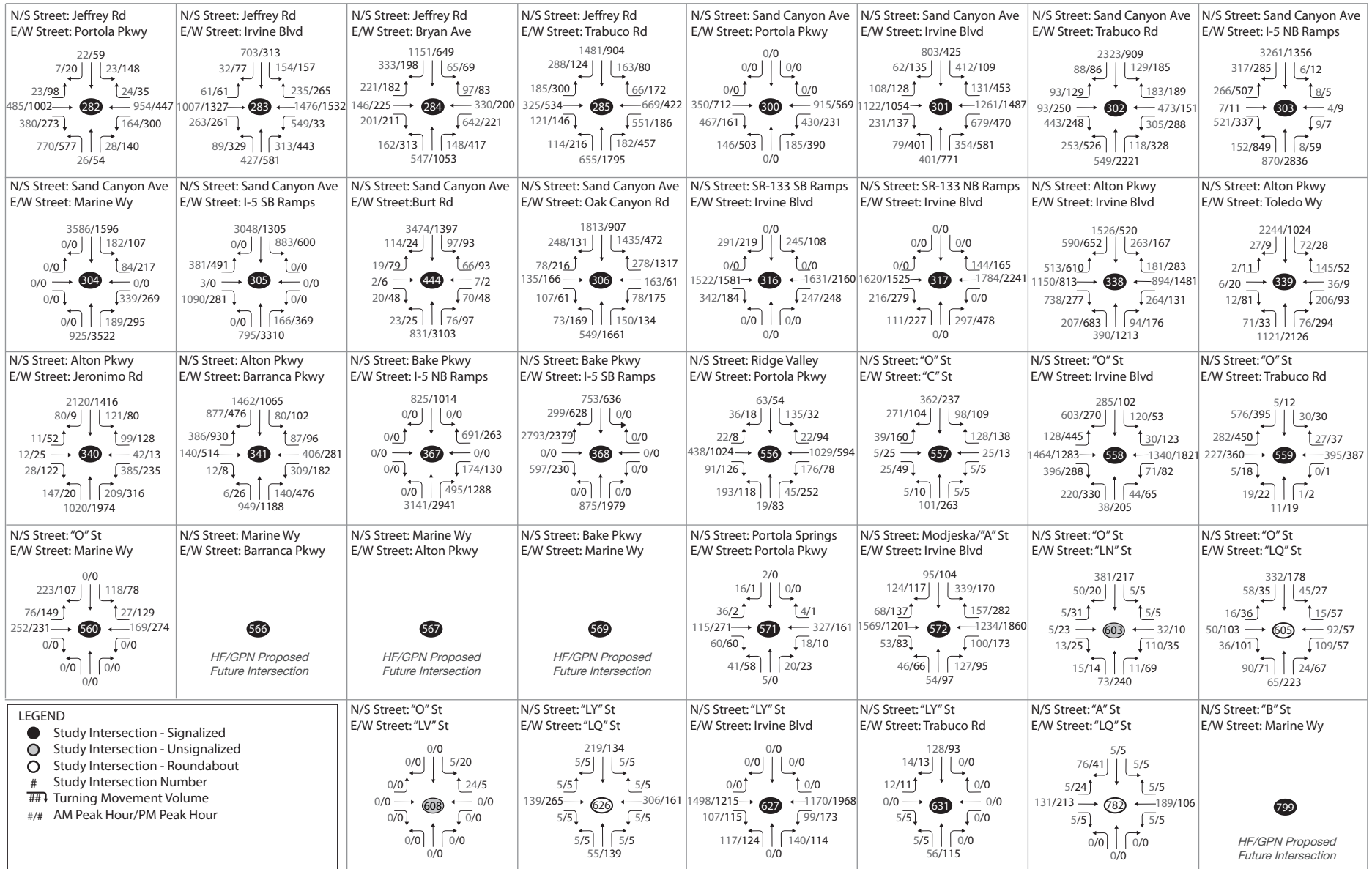
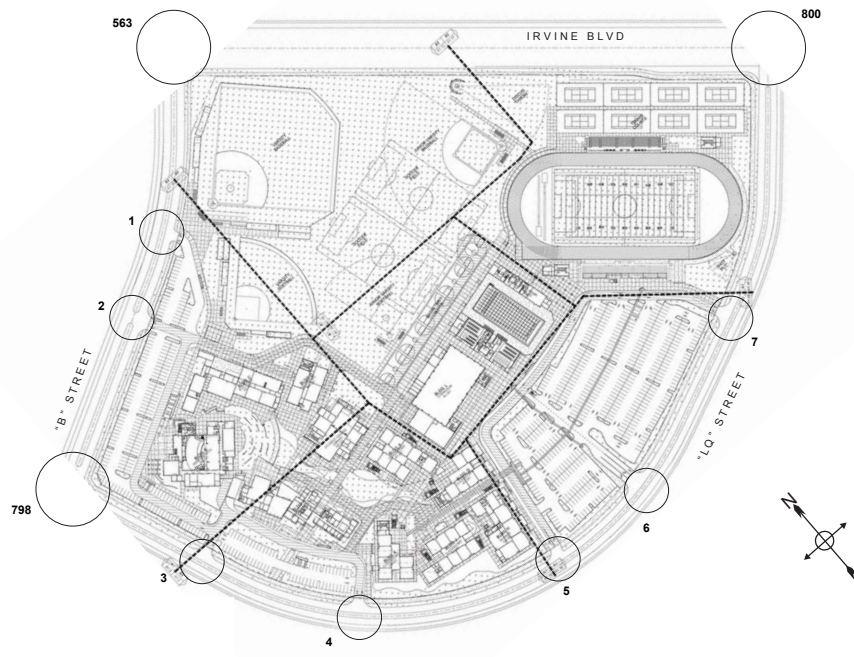


Figure 4.4 Year 2017 Peak Hour Volumes - 2012 Modified Project Option 1 - No Project



| | | | |
|---|---|---|--|
| N/S Street: "B" St E/W Street: Driveway 1 ① Proposed Project Intersection | N/S Street: Sand Canyon Ave E/W Street: Driveway 2 ② Proposed Project Intersection | N/S Street: Driveway 3 E/W Street: "LQ" St ③ Proposed Project Intersection | N/S Street: Driveway 4 E/W Street: "LQ" St ④ Proposed Project Intersection |
| N/S Street: "LQ" St E/W Street: Driveway 5 ⑤ Proposed Project Intersection | N/S Street: "LQ" St E/W Street: Driveway 6 ⑥ Proposed Project Intersection | N/S Street: "LQ" St E/W Street: Driveway 7 ⑦ Proposed Project Intersection | N/S Street: "B" St E/W Street: Irvine Blvd ⑤63 HF/GPN Proposed Future Intersection |
| N/S Street: "Z" St E/W Street: "LQ" St ⑦87 HF/GPN Proposed Future Intersection | N/S Street: "Z" St E/W Street: Irvine Blvd ⑦90 68/40 81/45 25/45 1254/1250 77/87 80/106 20/47 177/67 21/109 1059/2017 130/191 183/158 | N/S Street: "B" St E/W Street: "LQ" St ⑦98 HF/GPN Proposed Future Intersection | N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd ⑧00 0/0 65/39 28/77 2229/1629 0/0 0/0 158/72 62/183 1537/2459 0/0 0/0 |
| N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd ④86 HF/GPN Proposed Future Intersection | N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd ④87 HF/GPN Proposed Future Intersection | | |

LEGEND

- Study Intersection - Signalized
- Study Intersection - Unsignalized
- Study Intersection - Roundabout
- # Study Intersection Number
- ## Turning Movement Volume
- ##/## AM Peak Hour/PM Peak Hour

Figure 4.4 Year 2017 Peak Hour Volumes - 2012 Modified Project Option 1 - No Project

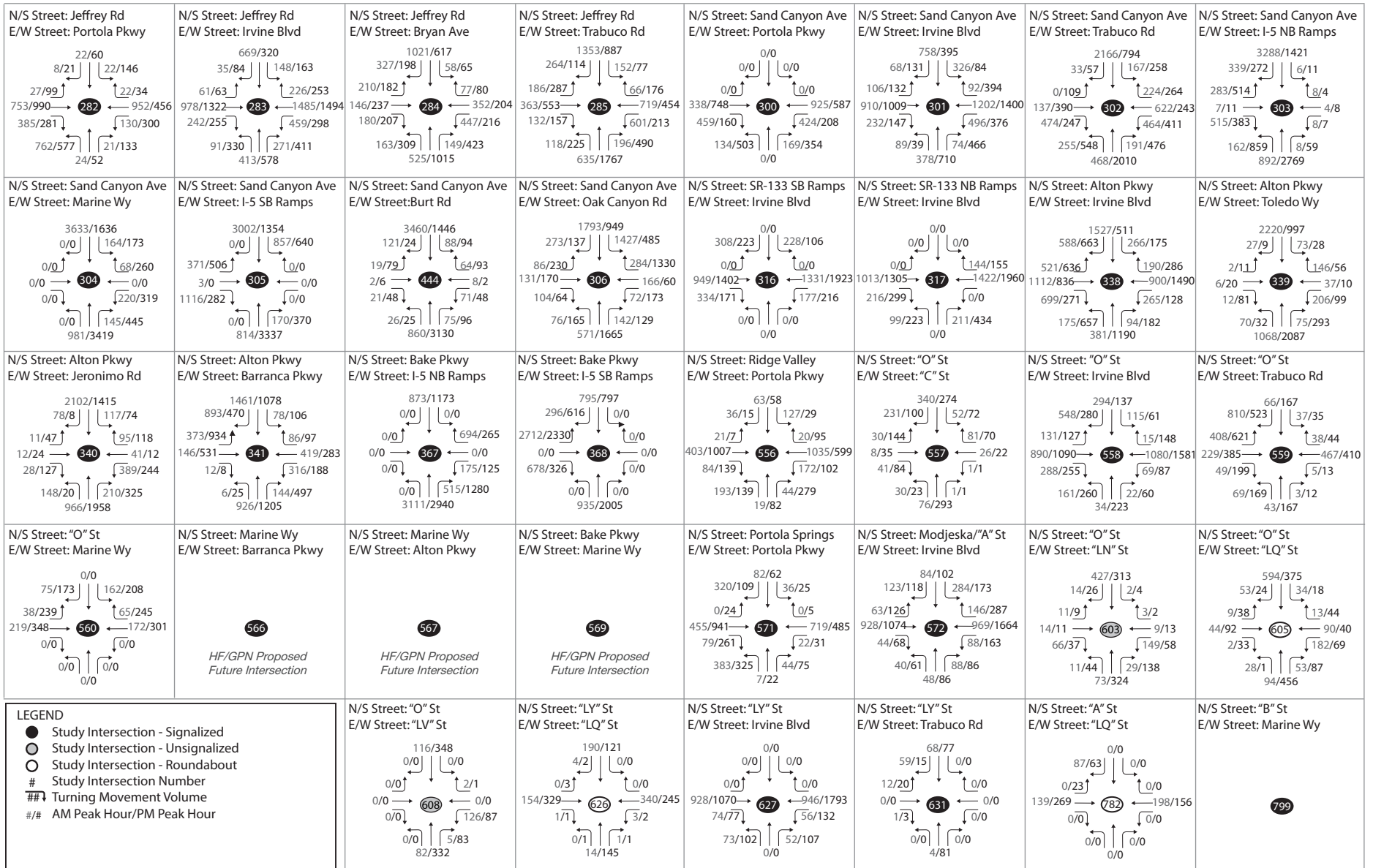
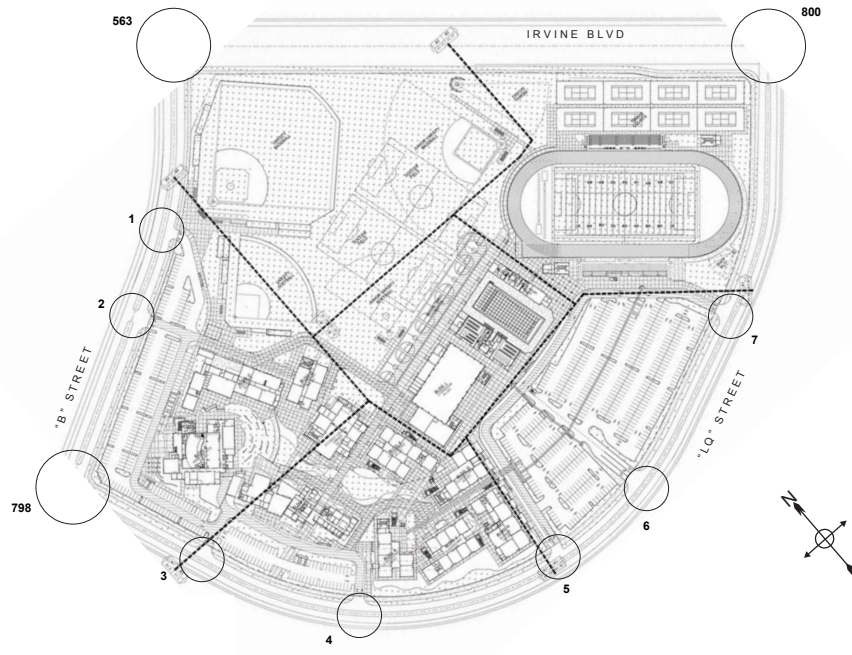


Figure 4.5 Year 2017 Peak Hour Volumes - 2012 Modified Project Options 2 - No Project

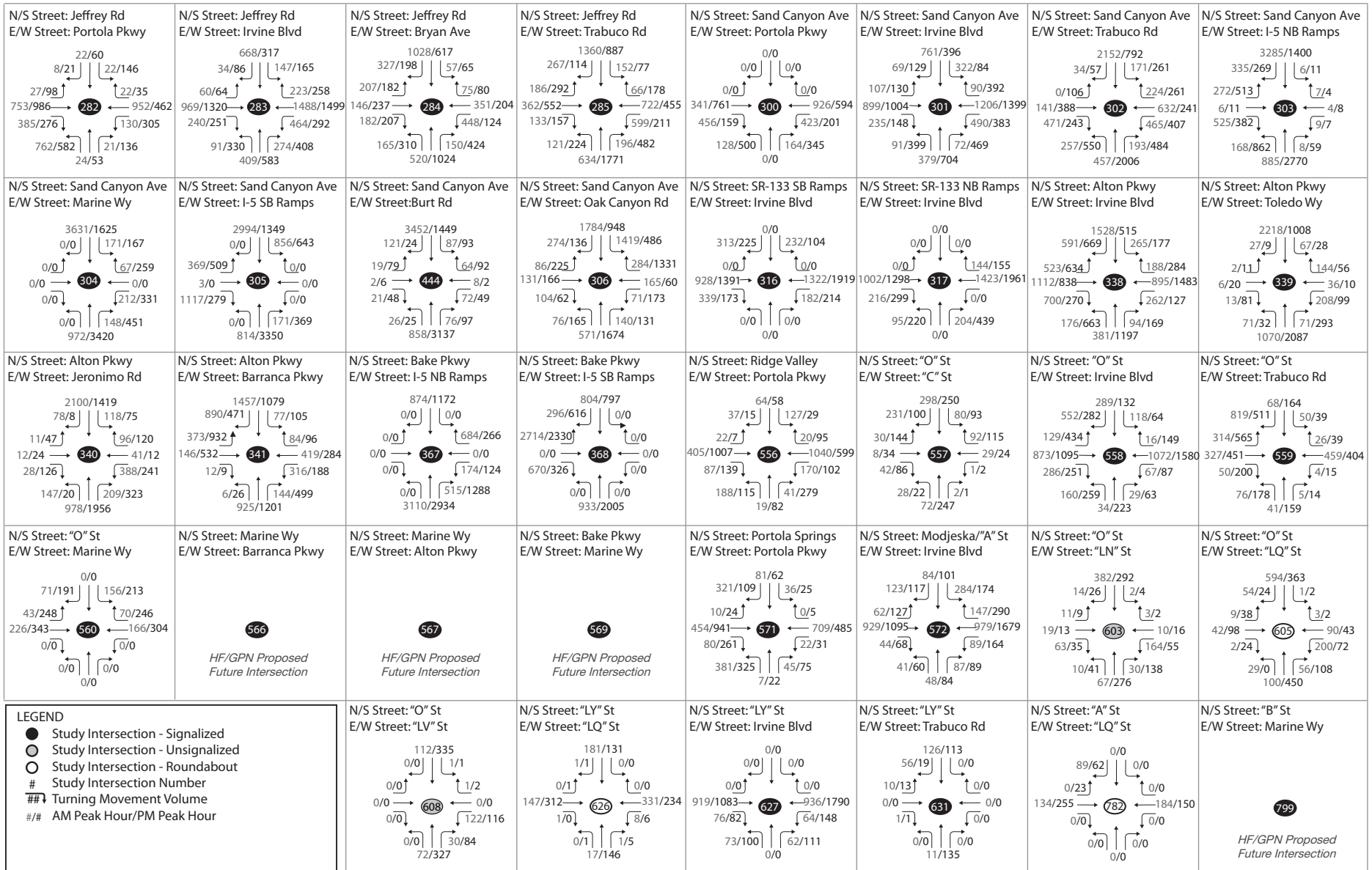


| | | | |
|---|---|---|--|
| N/S Street: "B" St E/W Street: Driveway 1 ① Proposed Project Intersection | N/S Street: Sand Canyon Ave E/W Street: Driveway 2 ② Proposed Project Intersection | N/S Street: Driveway 3 E/W Street: "LQ" St ③ Proposed Project Intersection | N/S Street: Driveway 4 E/W Street: "LQ" St ④ Proposed Project Intersection |
| N/S Street: "LQ" St E/W Street: Driveway 5 ⑤ Proposed Project Intersection | N/S Street: "LQ" St E/W Street: Driveway 6 ⑥ Proposed Project Intersection | N/S Street: "LQ" St E/W Street: Driveway 7 ⑦ Proposed Project Intersection | N/S Street: "B" St E/W Street: Irvine Blvd ⑤63 HF/GPN Proposed Future Intersection |
| N/S Street: "Z" St E/W Street: "LQ" St 787 HF/GPN Proposed Future Intersection | N/S Street: "Z" St E/W Street: Irvine Blvd 790 68/35 81/49 24/47 1246/1264 81/86 80/106 177/67 21/108 1069/2029 115/176 183/146 20/46 | N/S Street: "B" St E/W Street: "LQ" St 798 HF/GPN Proposed Future Intersection | N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd 800 0/0 66/40 29/79 2210/1630 0/0 0/0 157/71 62/182 1536/2458 0/0 0/0 |
| N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd 486 HF/GPN Proposed Future Intersection | N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd 487 HF/GPN Proposed Future Intersection | | |

LEGEND

- Study Intersection - Signalized
- Study Intersection - Unsignalized
- Study Intersection - Roundabout
- # Study Intersection Number
- ## Turning Movement Volume
- ##/## AM Peak Hour/PM Peak Hour

Figure 4.5 Year 2017 Peak Hour Volumes - 2012 Modified Project Option 2 - No Project



4.1.2 Year 2035

The intersection geometry control for 2035 (Approved 2011 Project) are shown in Figure 4.6. The intersection geometry controls for 2035 (2012 Modified Project Options 1 and 2) are shown in Figure 4.7. Year 2035 forecast intersection volumes are shown in Figure 4.8. A summary of the level of service analysis results for the year 2035 without project condition is included in Table 4-4. Three study intersections are expected to operate at a deficient level of service during the AM and/or PM peak hours.

- Sand Canyon Avenue and I-5 NB Ramps (#303) - LOS E, PM
- Sand Canyon Avenue and I-5 SB Ramps (#305) - LOS F, AM
- Sand Canyon Avenue and Oak Canyon Road (#306) - LOS E, AM

Table 4-4 Year 2035 Peak Hour Intersection LOS – No Project – 2011 Approved Project

| Intersection | | Control ¹ | AM Peak | | PM Peak | |
|--------------|-----------------------------------|----------------------|---------|------------------|---------|------------------|
| | | | V/C | LOS ² | V/C | LOS ² |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.67 | B | 0.64 | B |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.72 | C | 0.72 | C |
| 284 | Jeffrey Rd & Bryan Av | S | 0.75 | C | 0.77 | C |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.68 | B | 0.78 | C |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.43 | A | 0.59 | A |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.79 | C | 0.80 | C |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.81 | D | 0.83 | D |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.86 | D | 0.95 | E |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 1.01 | F | 0.89 | D |
| 444 | Sand Canyon Av & Burt Rd | S | 0.87 | D | 0.86 | D |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.91 | E | 0.78 | C |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.59 | A | 0.65 | B |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.80 | D | 0.77 | C |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.90 | D | 0.95 | E |
| 339 | Alton Pkwy & Toledo Way | S | 0.75 | C | 0.65 | B |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.75 | C | 0.60 | B |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.64 | B | 0.83 | D |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.89 | D | 0.65 | B |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.86 | D | 0.96 | E |
| 486 | SR-133 SB Ramps & Trabuco Rd | S | 0.59 | A | 0.61 | A |
| 487 | SR-133 NB Ramps & Trabuco Rd | S | 0.56 | A | 0.69 | B |
| 556 | Ridge Valley & Portola Pkwy | S | 0.56 | A | 0.58 | A |
| 557 | "O" St & "C" St | R | 0.36 | A | 0.24 | A |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.68 | B | 0.80 | D |
| 559 | "O" St & Trabuco Rd | S | 0.83 | D | 0.80 | C |
| 560 | "O" St & Marine Way | S | 0.47 | A | 0.65 | B |
| 563 | "B" St & Irvine Blvd | S | 0.73 | C | 0.76 | C |
| 566 | Marine Way & Barranca Pkwy | S | 0.71 | C | 0.68 | B |
| 567 | Marine Way & Alton Pkwy | S | 0.67 | B | 0.67 | B |
| 569 | Bake Pkwy & Marine Way | S | 0.72 | C | 0.70 | C |
| 571 | Portola Springs & Portola Pkwy | S | 0.61 | B | 0.49 | A |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.73 | C | 0.78 | C |

| Intersection | | Control ¹ | AM Peak | | PM Peak | |
|--------------|---------------------------------|----------------------|---------|------------------|---------|------------------|
| | | | V/C | LOS ² | V/C | LOS ² |
| 603 | "O" St & "LN" St | S | 0.42 | A | 0.35 | A |
| 605 | "O" St & "LQ" St | R | 0.46 | A | 0.44 | A |
| 608 | "O" St & "LV" St | S | 0.37 | A | 0.35 | A |
| 626 | "LY" St & "LQ" St | R | 0.35 | A | 0.33 | A |
| 627 | "LY" St & Irvine Blvd | S | 0.58 | A | 0.63 | B |
| 631 | "LY" St & Trabuco Rd | U | 0.03 | A | 0.08 | A |
| 782 | "A" St & "LQ" St | R | 0.29 | A | 0.32 | A |
| 787 | "Z" St & "LQ" St | U | 0.03 | A | 0.05 | A |
| 790 | "Z" St & Irvine Blvd | S | 0.77 | C | 0.75 | C |
| 798 | "B" St & "LQ" St | S | 0.53 | A | 0.41 | A |
| 799 | "B" St & Marine Way | S | 0.52 | A | 0.59 | A |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.87 | D | 0.80 | C |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout
2. LOS E acceptable at Intersections #338, #367, #368

Year 2035 (2012 Modified Project, Option 1) forecast intersection volumes are shown in Figure 4.9. A summary of the level of service analysis results for the year 2035 without project condition is included in Table 4-5. Two study intersections are expected to operate at a deficient level of service during the AM and/or PM peak hours.:

- Sand Canyon Avenue and I-5 NB Ramps (#303) - LOS E, AM and LOS F, PM
- Sand Canyon Avenue and I-5 SB Ramps (#305) - LOS F, AM and LOS E, PM

**Table 4-5 Year 2035 Peak Hour Intersection LOS – No Project – 2012 Modified Project
Option 1**

| Intersection | | Control ¹ | AM Peak | | PM Peak | |
|--------------|-----------------------------------|----------------------|---------|------------------|---------|------------------|
| | | | V/C | LOS ² | V/C | LOS ² |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.79 | C | 0.76 | C |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.74 | C | 0.72 | C |
| 284 | Jeffrey Rd & Bryan Av | S | 0.76 | C | 0.70 | B |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.69 | B | 0.78 | C |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.44 | A | 0.60 | A |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.77 | C | 0.79 | C |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.80 | D | 0.82 | D |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.93 | E | 1.02 | F |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 1.02 | F | 0.93 | E |
| 444 | Sand Canyon Av & Burt Rd | S | 0.89 | D | 0.88 | D |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.89 | D | 0.79 | C |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.55 | A | 0.64 | B |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.61 | B | 0.79 | C |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.92 | E | 0.94 | E |
| 339 | Alton Pkwy & Toledo Way | S | 0.86 | D | 0.70 | B |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.75 | C | 0.59 | A |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.63 | B | 0.79 | C |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.86 | D | 0.62 | B |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.80 | C | 0.90 | D |
| 486 | SR-133 SB Ramps & Trabuco Rd | S | 0.60 | A | 0.62 | B |
| 487 | SR-133 NB Ramps & Trabuco Rd | S | 0.59 | A | 0.70 | C |
| 556 | Ridge Valley & Portola Pkwy | S | 0.58 | A | 0.56 | A |
| 557 | "O" St & "C" St | R | 0.33 | A | 0.26 | A |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.59 | A | 0.78 | C |
| 559 | "O" St & Trabuco Rd | S | 0.89 | D | 0.77 | C |
| 560 | "O" St & Marine Way | S | 0.55 | A | 0.66 | B |
| 563 | "B" St & Irvine Blvd | S | 0.59 | A | 0.72 | C |
| 566 | Marine Way & Barranca Pkwy | S | 0.68 | B | 0.64 | B |
| 567 | Marine Way & Alton Pkwy | S | 0.70 | C | 0.63 | B |
| 569 | Bake Pkwy & Marine Way | S | 0.83 | D | 0.76 | C |
| 571 | Portola Springs & Portola Pkwy | S | 0.60 | A | 0.50 | A |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.62 | B | 0.76 | C |
| 603 | "O" St & "LN" St | S | 0.39 | A | 0.33 | A |
| 605 | "O" St & "LQ" St | R | 0.45 | A | 0.40 | A |
| 608 | "O" St & "LV" St | S | 0.35 | A | 0.34 | A |
| 626 | "LY" St & "LQ" St | R | 0.41 | A | 0.39 | A |
| 627 | "LY" St & Irvine Blvd | S | 0.50 | A | 0.62 | B |
| 631 | "LY" St & Trabuco Rd | U | 0.02 | A | 0.10 | A |
| 782 | "A" St & "LQ" St | R | 0.34 | A | 0.36 | A |
| 787 | "Z" St & "LQ" St | U | 0.01 | A | 0.02 | A |
| 790 | "Z" St & Irvine Blvd | S | 0.65 | B | 0.73 | C |

| Intersection | | Control ¹ | AM Peak | | PM Peak | |
|--------------|---------------------------------|----------------------|---------|------------------|---------|------------------|
| | | | V/C | LOS ² | V/C | LOS ² |
| 798 | "B" St & "LQ" St | S | 0.33 | A | 0.40 | A |
| 799 | "B" St & Marine Way | S | 0.77 | C | 0.70 | C |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.81 | D | 0.74 | C |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout
2. LOS E acceptable at Intersections #338, #367, #368

Year 2035 (2012 Modified Project, Option 2) forecast intersection volumes are shown in Figure 4.10. A summary of the level of service analysis results for the year 2035 without project condition is included in Table 4-6. Two study intersections are expected to operate at a deficient level of service during the AM and/or PM peak hours.

- Sand Canyon Avenue and I-5 NB Ramps (#303) - LOS E, AM and LOS F, PM
- Sand Canyon Avenue and I-5 SB Ramps (#305) - LOS F, AM and LOS E, PM

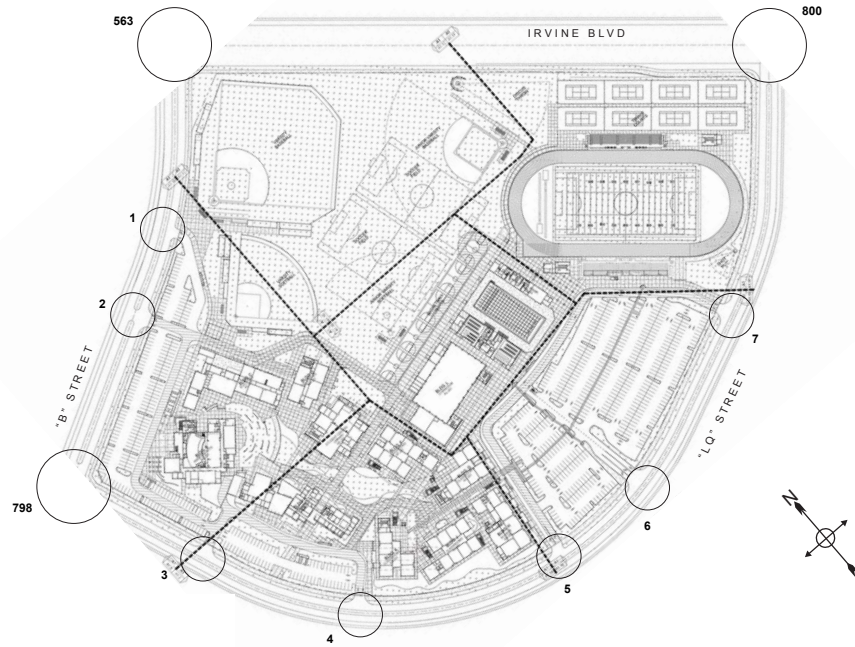
Table 4-6 Year 2035 Peak Hour Intersection LOS – No Project – 2012 Modified Project Option 2

| Intersection | | Control ¹ | AM Peak | | PM Peak | |
|--------------|--------------------------------|----------------------|---------|------------------|---------|------------------|
| | | | V/C | LOS ² | V/C | LOS ² |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.67 | B | 0.64 | B |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.74 | C | 0.71 | C |
| 284 | Jeffrey Rd & Bryan Av | S | 0.76 | C | 0.78 | C |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.66 | B | 0.78 | C |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.44 | A | 0.60 | A |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.77 | C | 0.79 | C |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.80 | D | 0.82 | D |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.93 | E | 1.02 | F |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 1.02 | F | 0.93 | E |
| 444 | Sand Canyon Av & Burt Rd | S | 0.89 | D | 0.88 | D |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.89 | D | 0.79 | C |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.55 | A | 0.63 | B |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.61 | B | 0.78 | C |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.91 | E | 0.94 | E |
| 339 | Alton Pkwy & Toledo Way | S | 0.86 | D | 0.70 | B |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.75 | C | 0.59 | A |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.63 | B | 0.80 | C |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.87 | D | 0.66 | B |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.87 | D | 0.97 | E |
| 486 | SR-133 SB Ramps & Trabuco Rd | S | 0.61 | B | 0.62 | B |
| 487 | SR-133 NB Ramps & Trabuco Rd | S | 0.59 | A | 0.71 | C |
| 556 | Ridge Valley & Portola Pkwy | S | 0.58 | A | 0.56 | A |
| 557 | "O" St & "C" St | R | 0.33 | A | 0.26 | A |

| Intersection | | Control ¹ | AM Peak | | PM Peak | |
|--------------|-----------------------------------|----------------------|---------|------------------|---------|------------------|
| | | | V/C | LOS ² | V/C | LOS ² |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.59 | A | 0.78 | C |
| 559 | "O" St & Trabuco Rd | S | 0.89 | D | 0.77 | C |
| 560 | "O" St & Marine Way | S | 0.55 | A | 0.66 | B |
| 563 | "B" St & Irvine Blvd | S | 0.59 | A | 0.72 | C |
| 566 | Marine Way & Barranca Pkwy | S | 0.69 | B | 0.64 | B |
| 567 | Marine Way & Alton Pkwy | S | 0.70 | C | 0.63 | B |
| 569 | Bake Pkwy & Marine Way | S | 0.83 | D | 0.76 | C |
| 571 | Portola Springs & Portola Pkwy | S | 0.60 | B | 0.50 | A |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.62 | B | 0.76 | C |
| 603 | "O" St & "LN" St | S | 0.39 | A | 0.32 | A |
| 605 | "O" St & "LQ" St | R | 0.45 | A | 0.42 | A |
| 608 | "O" St & "LV" St | S | 0.35 | A | 0.37 | A |
| 626 | "LY" St & "LQ" St | R | 0.41 | A | 0.38 | A |
| 627 | "LY" St & Irvine Blvd | S | 0.50 | A | 0.62 | B |
| 631 | "LY" St & Trabuco Rd | U | 0.02 | A | 0.10 | A |
| 782 | "A" St & "LQ" St | R | 0.34 | A | 0.37 | A |
| 787 | "Z" St & "LQ" St | U | 0.01 | A | 0.03 | A |
| 790 | "Z" St & Irvine Blvd | S | 0.65 | B | 0.74 | C |
| 798 | "B" St & "LQ" St | S | 0.33 | A | 0.40 | A |
| 799 | "B" St & Marine Way | S | 0.77 | C | 0.70 | C |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.81 | D | 0.74 | C |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout
2. LOS E acceptable at Intersections #338, #367, #368

Figure 4.6 Year 2035 & Post 2035 Intersection Geometry & Control - 2011 Approved Project



| | | | |
|--|--|--|---|
| N/S Street: "B" St E/W Street: Driveway 1 | N/S Street: "B" Street E/W Street: Driveway 2 | N/S Street: Driveway 3 E/W Street: "LQ" St | N/S Street: Driveway 4 E/W Street: "LQ" St |
| N/S Street: "LQ" St E/W Street: Driveway 5 | N/S Street: "LQ" St E/W Street: Driveway 6 | N/S Street: "LQ" St E/W Street: Driveway 7 | N/S Street: "B" St E/W Street: Irvine Blvd 563 |
| N/S Street: "Z" St E/W Street: "LQ" St 787 | N/S Street: "Z" St E/W Street: Irvine Blvd 790 | N/S Street: "B" St E/W Street: "LQ" St 798 | N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd 800 |
| N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd 486 | N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd 487 | | |

| LEGEND | |
|--------|-----------------------------------|
| ● | Study Intersection - Signalized |
| ○ | Study Intersection - Unsignalized |
| ○ | Study Intersection - Roundabout |
| # | Study Intersection Number |
| ⊥ | Stop Sign |
| ↘ | Free Right Turn |
| DEF | Defacto Right Turn |
| RTO | Right Turn Overlap |

Figure 4.6 Year 2035 & Post 2035 Intersection Geometry & Control - 2011 Approved Project

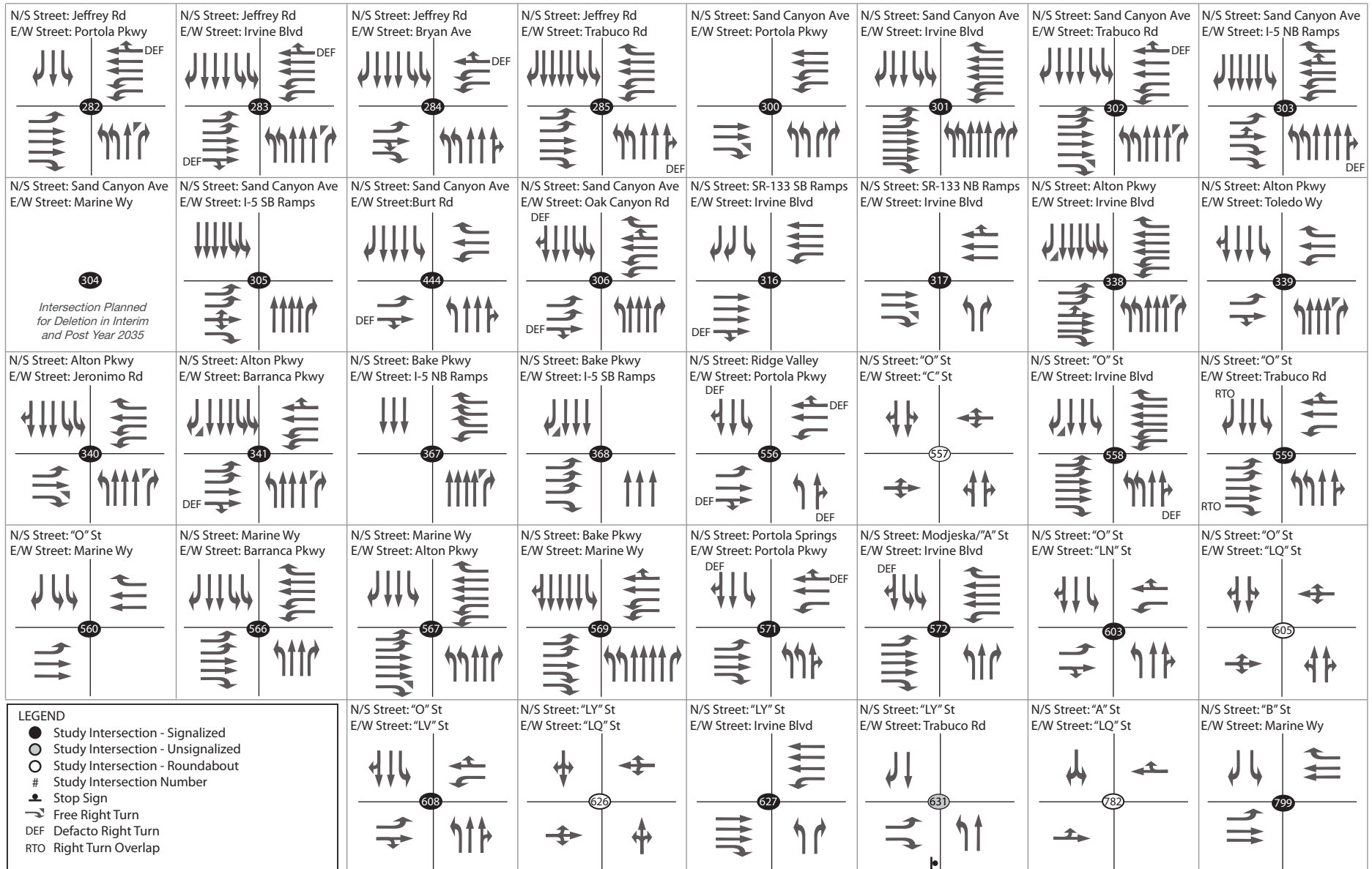
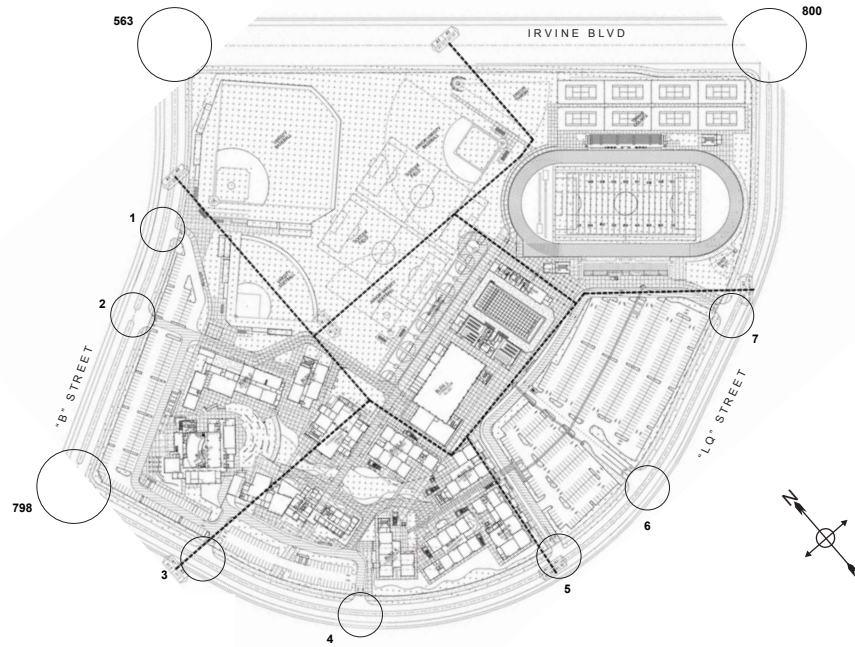


Figure 4.7 Year 2035 & Post 2035 Intersection Geometry & Control - 2012 Modified Project Options 1 & 2



| | | | |
|---|---|---|--|
| N/S Street: "B" St E/W Street: Driveway 1 | N/S Street: "B" Street E/W Street: Driveway 2 | N/S Street: Driveway 3 E/W Street: "LQ" St | N/S Street: Driveway 4 E/W Street: "LQ" St |
| N/S Street: "LQ" St E/W Street: Driveway 5 | N/S Street: "LQ" St E/W Street: Driveway 6 | N/S Street: "LQ" St E/W Street: Driveway 7 | N/S Street: "B" St E/W Street: Irvine Blvd |
| N/S Street: "Z" St E/W Street: "LQ" St | N/S Street: "Z" St E/W Street: Irvine Blvd | N/S Street: "B" St E/W Street: "LQ" St | N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd |
| N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd | N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd | | |

| LEGEND | |
|--------|-----------------------------------|
| ● | Study Intersection - Signalized |
| ○ | Study Intersection - Unsignalized |
| ○ | Study Intersection - Roundabout |
| # | Study Intersection Number |
| ⊥ | Stop Sign |
| ↘ | Free Right Turn |
| DEF | Defacto Right Turn |
| RTO | Right Turn Overlap |

Figure 4.7 Year 2035 & Post 2035 Intersection Geometry & Control - 2012 Modified Project Options 1 & 2

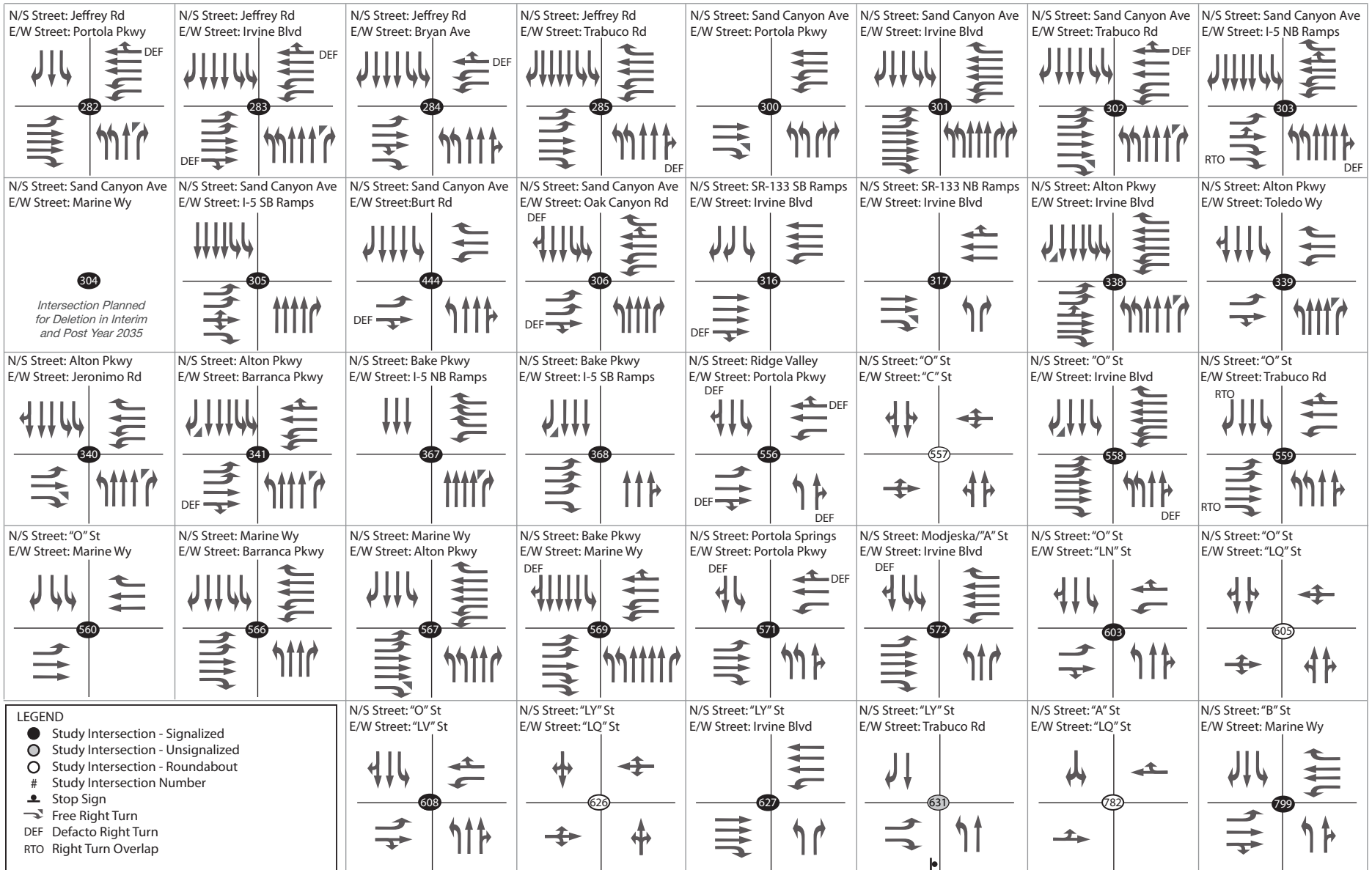
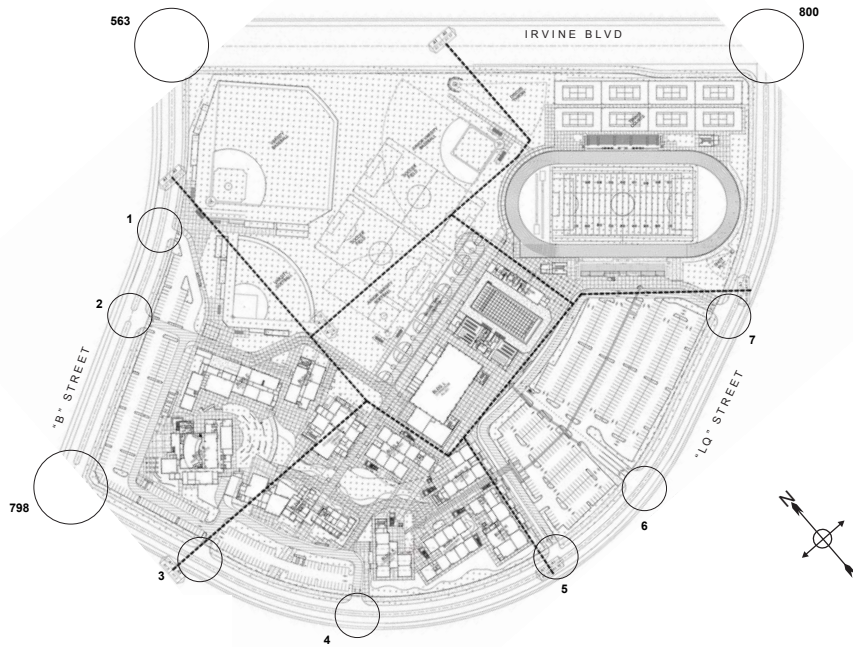


Figure 4.8 Year 2035 Peak Hour Volumes - 2011 Approved Project - No Project



| | | | |
|---|---|---|--|
| <p>N/S Street: "B" St E/W Street: Driveway 1</p> <p style="text-align: center;">①</p> <p style="text-align: center;"><i>Proposed Project Intersection</i></p> | <p>N/S Street: Sand Canyon Ave E/W Street: Driveway 2</p> <p style="text-align: center;">②</p> <p style="text-align: center;"><i>Proposed Project Intersection</i></p> | <p>N/S Street: Driveway 3 E/W Street: "LQ" St</p> <p style="text-align: center;">③</p> <p style="text-align: center;"><i>Proposed Project Intersection</i></p> | <p>N/S Street: Driveway 4 E/W Street: "LQ" St</p> <p style="text-align: center;">④</p> <p style="text-align: center;"><i>Proposed Project Intersection</i></p> |
| <p>N/S Street: "LQ" St E/W Street: Driveway 5</p> <p style="text-align: center;">⑤</p> <p style="text-align: center;"><i>Proposed Project Intersection</i></p> | <p>N/S Street: "LQ" St E/W Street: Driveway 6</p> <p style="text-align: center;">⑥</p> <p style="text-align: center;"><i>Proposed Project Intersection</i></p> | <p>N/S Street: "LQ" St E/W Street: Driveway 7</p> <p style="text-align: center;">⑦</p> <p style="text-align: center;"><i>Proposed Project Intersection</i></p> | <p>N/S Street: "B" St E/W Street: Irvine Blvd</p> <p style="text-align: center;">⑧</p> <p style="text-align: center;"><i>Proposed Project Intersection</i></p> <p style="text-align: center;"> </p> |
| <p>N/S Street: "Z" St E/W Street: "LQ" St</p> <p style="text-align: center;">⑨</p> <p style="text-align: center;"><i>Proposed Project Intersection</i></p> <p style="text-align: center;"> </p> | <p>N/S Street: "Z" St E/W Street: Irvine Blvd</p> <p style="text-align: center;">⑩</p> <p style="text-align: center;"><i>Proposed Project Intersection</i></p> <p style="text-align: center;"> </p> | <p>N/S Street: "B" St E/W Street: "LQ" St</p> <p style="text-align: center;">⑪</p> <p style="text-align: center;"><i>Proposed Project Intersection</i></p> <p style="text-align: center;"> </p> | <p>N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd</p> <p style="text-align: center;">⑫</p> <p style="text-align: center;"><i>Proposed Project Intersection</i></p> <p style="text-align: center;"> </p> |
| <p>N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd</p> <p style="text-align: center;">⑬</p> <p style="text-align: center;"><i>Proposed Project Intersection</i></p> <p style="text-align: center;"> </p> | <p>N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd</p> <p style="text-align: center;">⑭</p> <p style="text-align: center;"><i>Proposed Project Intersection</i></p> <p style="text-align: center;"> </p> | | |

| LEGEND | |
|--------|-----------------------------------|
| ● | Study Intersection - Signalized |
| ○ | Study Intersection - Unsignalized |
| ○ | Study Intersection - Roundabout |
| # | Study Intersection Number |
| ##↘ | Turning Movement Volume |
| ##/## | AM Peak Hour/PM Peak Hour |

Figure 4.8 Year 2035 Peak Hour Volumes - 2011 Approved Project - No Project

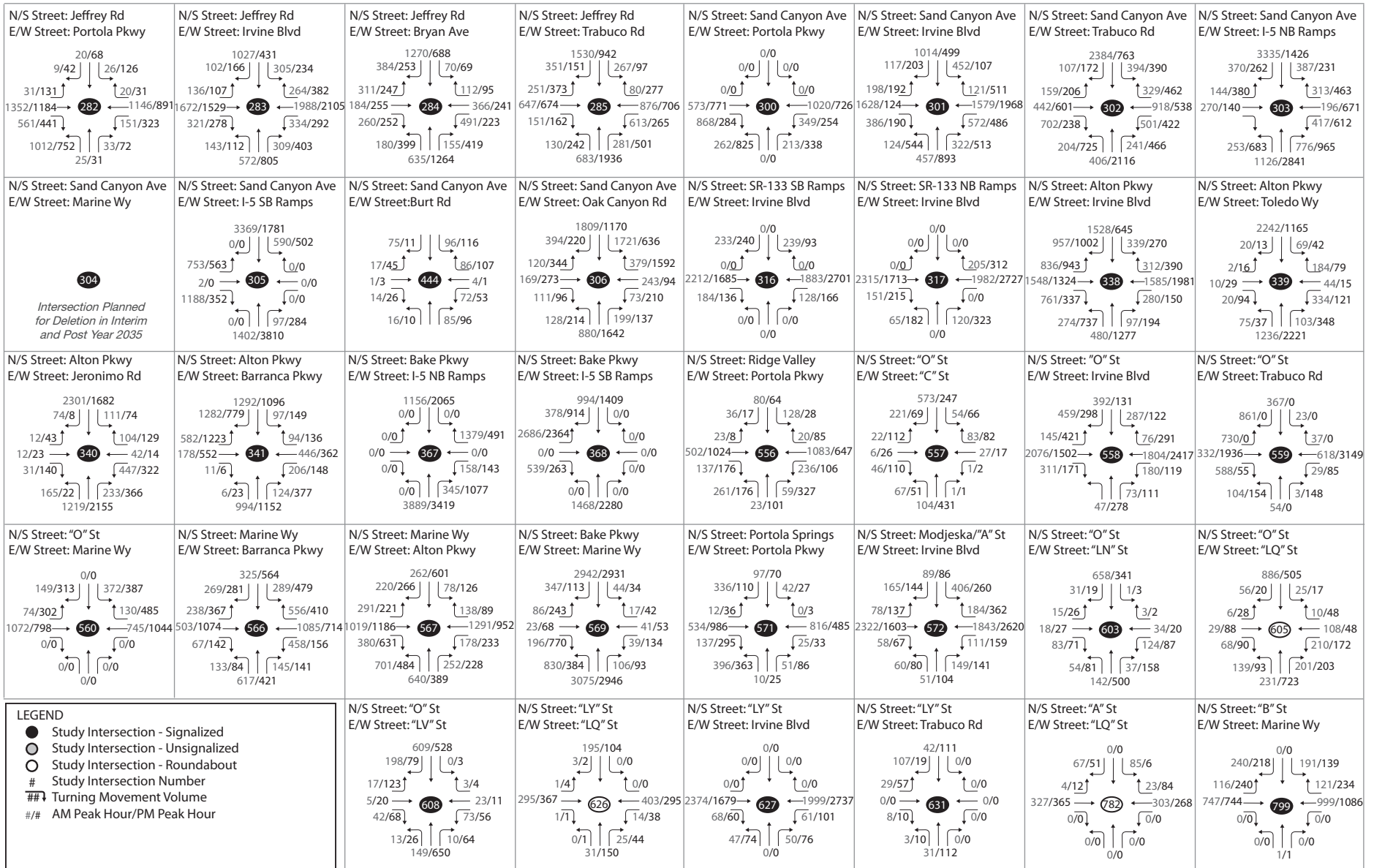
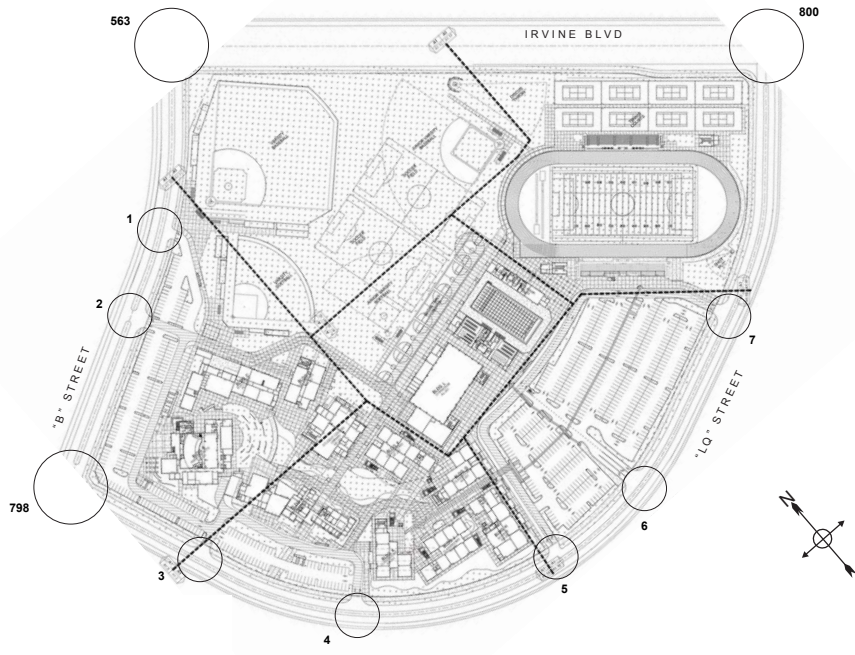


Figure 4.9 Year 2035 Peak Hour Volumes - 2012 Modified Project Options 1 - No Project



| | | | |
|---|---|--|---|
| N/S Street: "B" St E/W Street: Driveway 1 ① Proposed Project Intersection | N/S Street: Sand Canyon Ave E/W Street: Driveway 2 ② Proposed Project Intersection | N/S Street: Driveway 3 E/W Street: "LQ" St ③ Proposed Project Intersection | N/S Street: Driveway 4 E/W Street: "LQ" St ④ Proposed Project Intersection |
| N/S Street: "LQ" St E/W Street: Driveway 5 ⑤ Proposed Project Intersection | N/S Street: "LQ" St E/W Street: Driveway 6 ⑥ Proposed Project Intersection | N/S Street: "LQ" St E/W Street: Driveway 7 ⑦ Proposed Project Intersection | N/S Street: "B" St E/W Street: Irvine Blvd ⑧ 0/0 0/0 0/0 2411/1903 → 563 ← 2127/3078 81/88 ↓ 0/11 0/112 ↑ 46/82 0/0 |
| N/S Street: "Z" St E/W Street: "LQ" St ⑧ 0/0 4/1 ↓ 0/0 13/24 ↓ 0/0 264/383 → 787 ← 360/307 0/0 ↓ 0/0 0/0 ↑ 0/0 0/0 | N/S Street: "Z" St E/W Street: Irvine Blvd ⑨ 33/19 145/81 ↓ 172/58 37/90 ↓ 24/93 2317/1979 → 790 ← 2003/2986 64/58 ↓ 54/93 58/59 ↓ 67/43 8/16 | N/S Street: "B" St E/W Street: "LQ" St ⑩ 109/154 0/13 ↓ 0/0 8/0 ↓ 0/0 211/355 → 798 ← 338/254 41/27 ↓ 0/0 22/39 ↓ 0/0 100/128 | N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd ⑪ 17/20 51/40 ↓ 156/70 28/66 ↓ 51/178 2746/2004 → 800 ← 2172/2990 0/0 ↓ 152/183 0/37 ↓ 195/155 15/42 |
| N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd ⑫ 401/221 ↓ 0/0 0/0 ↓ 248/189 776/1201 → 486 ← 1388/1341 400/370 ↓ 441/352 0/0 ↓ 0/0 0/0 ↑ 0/0 | N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd ⑬ 0/0 0/0 ↓ 0/0 0/0 ↓ 0/0 996/1174 → 487 ← 1538/1249 45/218 ↓ 138/299 288/443 ↓ 571/571 0/0 | | |

LEGEND

- Study Intersection - Signalized
- Study Intersection - Unsignalized
- Study Intersection - Roundabout
- # Study Intersection Number
- ## ↓ Turning Movement Volume
- ##/## AM Peak Hour/PM Peak Hour

Figure 4.9 Year 2035 Peak Hour Volumes - 2012 Modified Project Options 1 - No Project

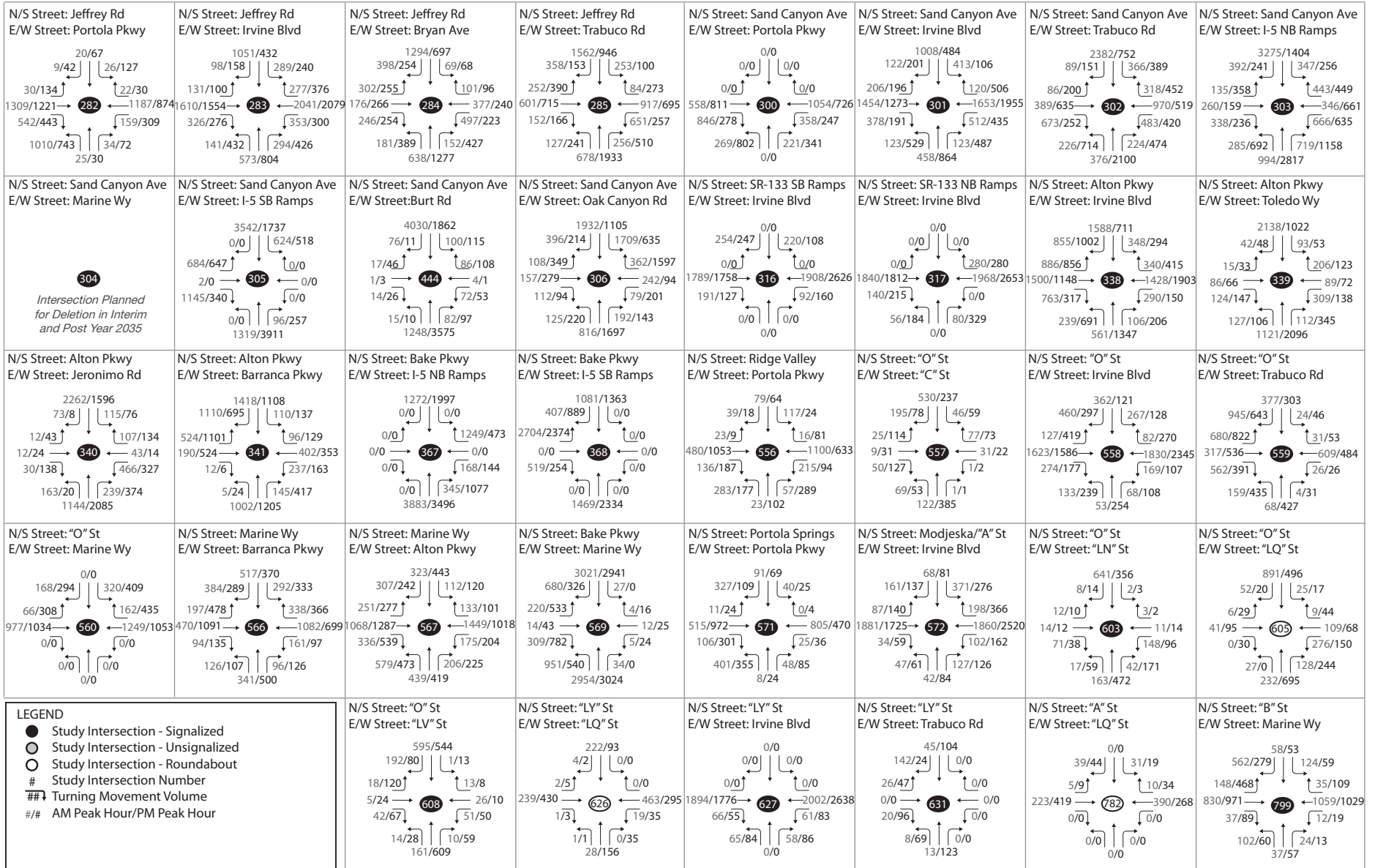
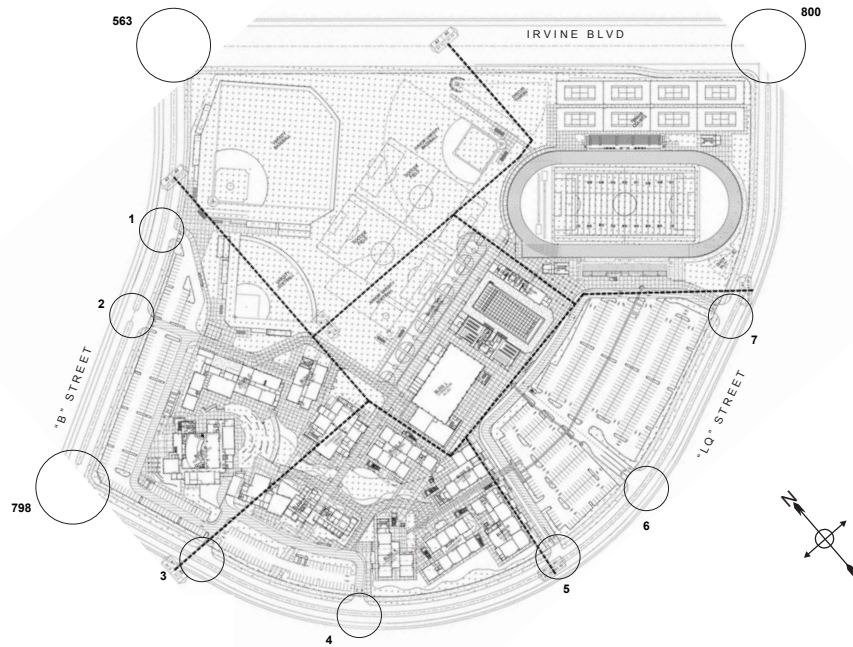


Figure 4.10 Year 2035 Peak Hour Volumes - 2012 Modified Project Option 2 - No Project

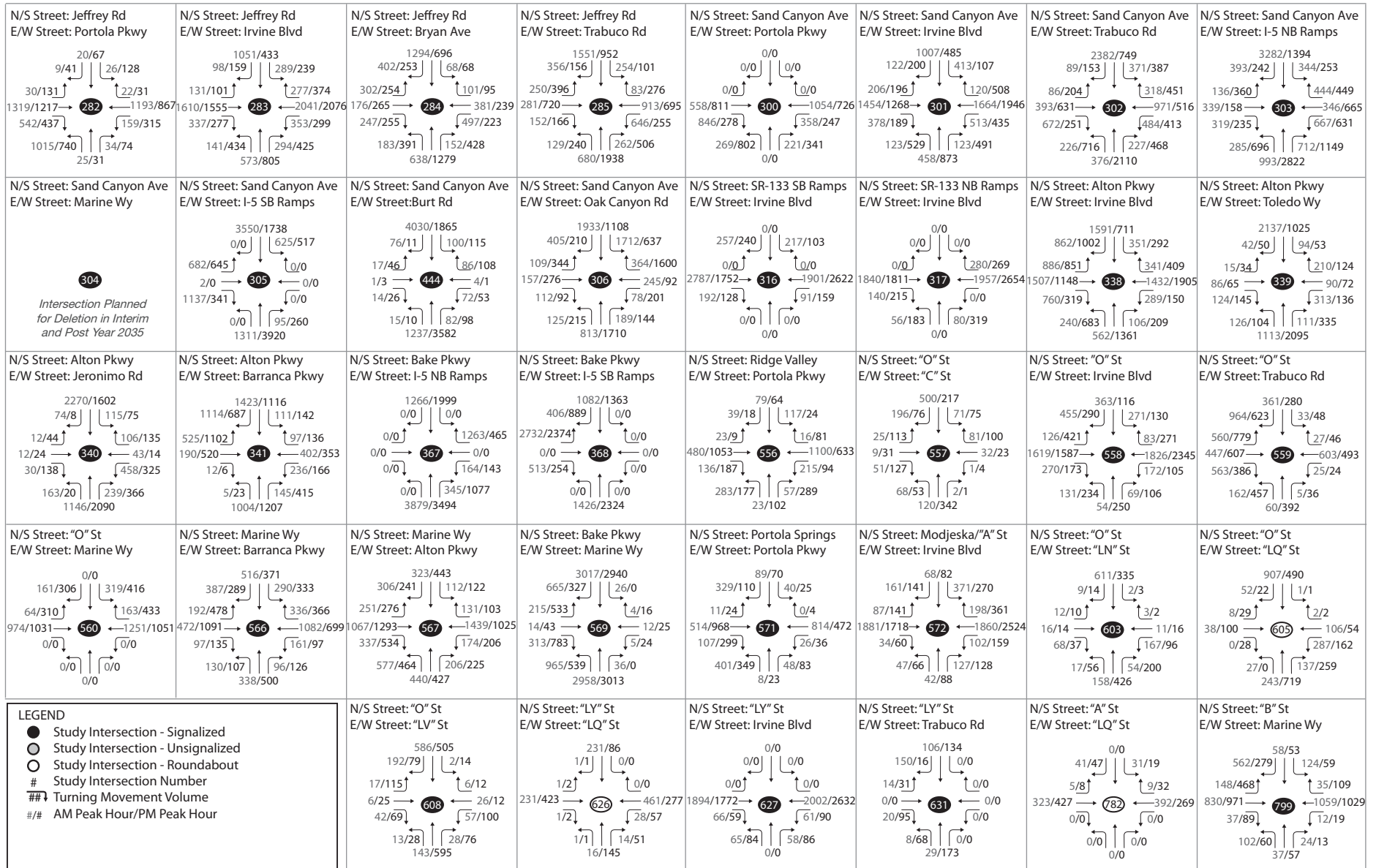


| | | | |
|---|---|---|--|
| N/S Street: "B" St E/W Street: Driveway 1 ① Proposed Project Intersection | N/S Street: Sand Canyon Ave E/W Street: Driveway 2 ② Proposed Project Intersection | N/S Street: Driveway 3 E/W Street: "LQ" St ③ Proposed Project Intersection | N/S Street: Driveway 4 E/W Street: "LQ" St ④ Proposed Project Intersection |
| N/S Street: "LQ" St E/W Street: Driveway 5 ⑤ Proposed Project Intersection | N/S Street: "LQ" St E/W Street: Driveway 6 ⑥ Proposed Project Intersection | N/S Street: "LQ" St E/W Street: Driveway 7 ⑦ Proposed Project Intersection | N/S Street: "B" St E/W Street: Irvine Blvd ⑧ 0/0 0/0 0/0 2411/1908 → 563 ← 2127/3072 81/87 ↓ 121/90 0/111 ↑ 46/83 0/0 |
| N/S Street: "Z" St E/W Street: "LQ" St 0/0 3/1 ↓ 0/0 13/31 ↓ 0/0 264/387 → 787 ← 362/308 0/0 ↓ 0/0 0/0 ↑ 0/0 0/0 | N/S Street: "Z" St E/W Street: Irvine Blvd 33/19 145/81 ↓ 172/57 37/89 ↓ 24/92 2317/1980 → 790 ← 2003/2986 64/58 ↓ 54/93 58/65 ↑ 67/47 8/18 | N/S Street: "B" St E/W Street: "LQ" St 109/154 0/15 ↓ 0/0 8/1 ↓ 0/0 212/356 → 798 ← 339/253 41/28 ↓ 0/0 22/38 ↑ 0/0 101/128 | N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd 17/20 51/40 ↓ 156/69 28/67 ↓ 51/177 2746/2011 → 800 ← 2172/2993 0/0 ↓ 152/181 0/38 ↑ 195/153 15/42 |
| N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd 0/0 401/217 ↓ 248/193 0/0 ↓ 0/0 786/1208 → 486 ← 1398/1335 400/363 ↓ 441/359 0/0 ↑ 0/0 0/0 | N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd 0/0 0/0 ↓ 0/0 0/0 ↓ 0/0 1009/1188 → 487 ← 1548/1256 44/217 ↓ 139/303 283/440 ↑ 574/583 0/0 | | |

LEGEND

- Study Intersection - Signalized
- Study Intersection - Unsignalized
- Study Intersection - Roundabout
- # Study Intersection Number
- ## ↓ Turning Movement Volume
- ##/## AM Peak Hour/PM Peak Hour

Figure 4.10 Year 2035 Peak Hour Volumes - 2012 Modified Project Option 2 - No Project



4.1.3 Post-2035

The intersection geometry control for Post-2035 (Approved 2011 Project) is shown in Figure 4.6. The intersection geometry controls for Post-2035 (2012 Modified Project Options 1 and 2) are shown in Figure 4.7. Post-2035 forecast without project intersection volumes are shown in Figure 4.11. A summary of the level of service analysis results for the Post-2035 without project condition is included in Table 4-7. Four study intersections are expected to operate at a deficient level of service during the AM and/or PM peak hours.

- Sand Canyon Avenue and I-5 NB Ramps (#303) - LOS E, PM
- Sand Canyon Avenue and I-5 SB Ramps (#305) - LOS F, AM and LOS E, PM
- Sand Canyon Avenue and Burt Road (#444) - LOS E, AM and PM
- Sand Canyon Avenue and Oak Canyon Road (#306) - LOS E, AM
- SR-133 Southbound Ramps and Trabuco Road – LOS E, PM

Table 4-7 Post-2035 Peak Hour Intersection LOS – No Project – 2011 Approved Project

| Intersection | | Control ¹ | AM Peak | | PM Peak | |
|--------------|-----------------------------------|----------------------|---------|------------------|---------|------------------|
| | | | V/C | LOS ² | V/C | LOS ² |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.73 | C | 0.68 | B |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.79 | C | 0.77 | C |
| 284 | Jeffrey Rd & Bryan Av | S | 0.78 | C | 0.79 | C |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.70 | B | 0.80 | D |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.65 | B | 0.64 | B |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.79 | C | 0.82 | D |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.81 | D | 0.83 | D |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.86 | D | 0.93 | E |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 1.07 | F | 0.91 | E |
| 444 | Sand Canyon Av & Burt Rd | S | 0.94 | E | 0.95 | E |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.94 | E | 0.82 | D |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.58 | A | 0.62 | B |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.82 | D | 0.82 | D |
| 338 | Alton Pkwy & Irvine Blvd | S | 1.00 | E | 0.98 | E |
| 339 | Alton Pkwy & Toledo Way | S | 0.73 | C | 0.68 | B |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.71 | C | 0.58 | A |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.82 | D | 0.79 | C |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.91 | E | 0.59 | A |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.91 | E | 0.62 | B |
| 486 | SR-133 SB Ramps & Trabuco Rd | S | 0.86 | D | 0.92 | E |
| 487 | SR-133 NB Ramps & Trabuco Rd | S | 0.60 | A | 0.63 | B |
| 556 | Ridge Valley & Portola Pkwy | S | 0.58 | A | 0.73 | C |
| 557 | "O" St & "C" St | R | 0.37 | A | 0.25 | A |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.79 | C | 0.86 | D |
| 559 | "O" St & Trabuco Rd | S | 0.82 | D | 0.80 | C |
| 560 | "O" St & Marine Way | S | 0.46 | A | 0.59 | A |
| 563 | "B" St & Irvine Blvd | S | 0.73 | C | 0.75 | C |
| 566 | Marine Way & Barranca Pkwy | S | 0.67 | B | 0.66 | B |
| 567 | Marine Way & Alton Pkwy | S | 0.67 | B | 0.71 | C |

| Intersection | | Control ¹ | AM Peak | | PM Peak | |
|--------------|---------------------------------|----------------------|---------|------------------|---------|------------------|
| | | | V/C | LOS ² | V/C | LOS ² |
| 569 | Bake Pkwy & Marine Way | S | 0.73 | C | 0.70 | B |
| 571 | Portola Springs & Portola Pkwy | S | 0.75 | C | 0.63 | B |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.75 | C | 0.79 | C |
| 603 | "O" St & "LN" St | S | 0.42 | A | 0.38 | A |
| 605 | "O" St & "LQ" St | R | 0.45 | A | 0.41 | A |
| 608 | "O" St & "LV" St | S | 0.38 | A | 0.34 | A |
| 626 | "LY" St & "LQ" St | R | 0.45 | A | 0.31 | A |
| 627 | "LY" St & Irvine Blvd | S | 0.67 | B | 0.68 | B |
| 631 | "LY" St & Trabuco Rd | U | 0.08 | A | 0.14 | A |
| 782 | "A" St & "LQ" St | R | 0.33 | A | 0.32 | A |
| 787 | "Z" St & "LQ" St | U | 0.06 | A | 0.08 | A |
| 790 | "Z" St & Irvine Blvd | S | 0.77 | C | 0.75 | C |
| 798 | "B" St & "LQ" St | S | 0.50 | A | 0.34 | A |
| 799 | "B" St & Marine Way | S | 0.46 | A | 0.58 | A |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.87 | D | 0.76 | C |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout
2. LOS E acceptable at Intersections #338, #367, #368

Post-2035 (2012 Modified Project, Option 1) forecast without project intersection volumes are shown in Figure 4.12. A summary of the level of service analysis results for the Post-2035 (2012 Modified Project, Option 1) without project condition is included in Table 4-8. Four study intersections are expected to operate at a deficient level of service during the AM and/or PM peak hours.

- Sand Canyon Avenue and I-5 NB Ramps (#303) - LOS E, AM and PM
- Sand Canyon Avenue and I-5 SB Ramps (#305) - LOS F, AM and LOS E, PM
- Sand Canyon Avenue and Burt Road (#444) - LOS E, AM and PM
- Sand Canyon Avenue and Oak Canyon Road (#306) - LOS E, AM

Table 4-8 Post-2035 Peak Hour Intersection LOS – No Project – 2012 Modified Project Option 1

| Intersection | | Control ¹ | AM Peak | | PM Peak | |
|--------------|-------------------------------|----------------------|---------|------------------|---------|------------------|
| | | | V/C | LOS ² | V/C | LOS ² |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.73 | C | 0.68 | B |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.80 | C | 0.77 | C |
| 284 | Jeffrey Rd & Bryan Av | S | 0.79 | C | 0.79 | C |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.69 | B | 0.79 | C |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.51 | A | 0.63 | B |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.76 | C | 0.80 | D |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.81 | D | 0.83 | D |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.92 | E | 0.96 | E |

| Intersection | | Control ¹ | AM Peak | | PM Peak | |
|--------------|-----------------------------------|----------------------|---------|------------------|---------|------------------|
| | | | V/C | LOS ² | V/C | LOS ² |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 1.08 | F | 0.96 | E |
| 444 | Sand Canyon Av & Burt Rd | S | 0.96 | E | 0.96 | E |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.92 | E | 0.84 | D |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.51 | A | 0.61 | B |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.63 | B | 0.83 | D |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.98 | E | 0.93 | E |
| 339 | Alton Pkwy & Toledo Way | S | 0.85 | D | 0.71 | C |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.70 | C | 0.58 | A |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.61 | B | 0.80 | C |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.88 | D | 0.63 | B |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.87 | D | 0.93 | E |
| 486 | SR-133 SB Ramps & Trabuco Rd | S | 0.62 | B | 0.62 | B |
| 487 | SR-133 NB Ramps & Trabuco Rd | S | 0.57 | A | 0.73 | A |
| 556 | Ridge Valley & Portola Pkwy | S | 0.74 | C | 0.72 | C |
| 557 | "O" St & "C" St | R | 0.33 | A | 0.27 | A |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.58 | A | 0.84 | D |
| 559 | "O" St & Trabuco Rd | S | 0.86 | D | 0.78 | C |
| 560 | "O" St & Marine Way | S | 0.53 | A | 0.66 | B |
| 563 | "B" St & Irvine Blvd | S | 0.58 | A | 0.72 | C |
| 566 | Marine Way & Barranca Pkwy | S | 0.68 | B | 0.66 | B |
| 567 | Marine Way & Alton Pkwy | S | 0.70 | B | 0.65 | B |
| 569 | Bake Pkwy & Marine Way | S | 0.82 | D | 0.77 | C |
| 571 | Portola Springs & Portola Pkwy | S | 0.75 | C | 0.62 | B |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.61 | B | 0.76 | C |
| 603 | "O" St & "LN" St | S | 0.38 | A | 0.32 | A |
| 605 | "O" St & "LQ" St | R | 0.46 | A | 0.45 | A |
| 608 | "O" St & "LV" St | S | 0.36 | A | 0.34 | A |
| 626 | "LY" St & "LQ" St | R | 0.38 | A | 0.38 | A |
| 627 | "LY" St & Irvine Blvd | S | 0.48 | A | 0.62 | B |
| 631 | "LY" St & Trabuco Rd | U | 0.03 | A | 0.10 | A |
| 782 | "A" St & "LQ" St | R | 0.30 | A | 0.35 | A |
| 787 | "Z" St & "LQ" St | U | 0.01 | A | 0.02 | A |
| 790 | "Z" St & Irvine Blvd | S | 0.64 | B | 0.72 | C |
| 798 | "B" St & "LQ" St | S | 0.30 | A | 0.39 | A |
| 799 | "B" St & Marine Way | S | 0.73 | C | 0.70 | B |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.81 | D | 0.74 | C |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout
2. LOS E acceptable at Intersections #338, #367, #368

Post-2035 (2012 Modified Project, Option 2) forecast without project intersection volumes are shown in Figure 4.13. A summary of the level of service analysis results for the Post-2035 (2012 Modified Project, Option 2) without project condition is included in Table 4-9. Four study intersections are expected to operate at a deficient level of service during the AM and/or PM peak hours.

- Sand Canyon Avenue and I-5 NB Ramps (#303) - LOS E, AM and PM
- Sand Canyon Avenue and I-5 SB Ramps (#305) - LOS F, AM and LOS E, PM
- Sand Canyon Avenue and Burt Road (#444) - LOS E, AM and PM
- Sand Canyon Avenue and Oak Canyon Road (#306) - LOS E, AM

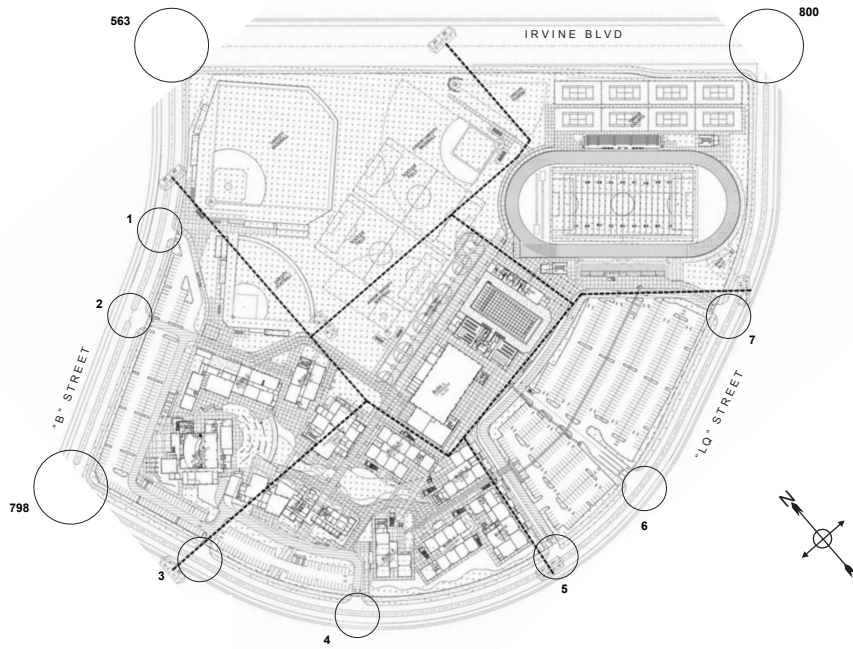
Table 4-9 Post-2035 Peak Hour Intersection LOS – No Project – 2012 Modified Project Option 2

| Intersection | | Control ¹ | AM Peak | | PM Peak | |
|--------------|-----------------------------------|----------------------|---------|------------------|---------|------------------|
| | | | V/C | LOS ² | V/C | LOS ² |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.73 | C | 0.68 | B |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.80 | D | 0.77 | C |
| 284 | Jeffrey Rd & Bryan Av | S | 0.79 | C | 0.80 | C |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.70 | B | 0.80 | C |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.51 | A | 0.64 | B |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.76 | C | 0.81 | D |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.81 | D | 0.83 | D |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.92 | E | 0.96 | E |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 1.08 | F | 0.96 | E |
| 444 | Sand Canyon Av & Burt Rd | S | 0.96 | E | 0.96 | E |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.92 | E | 0.84 | D |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.56 | A | 0.83 | B |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.63 | B | 0.83 | D |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.99 | E | 0.90 | D |
| 339 | Alton Pkwy & Toledo Way | S | 0.85 | D | 0.71 | C |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.70 | C | 0.58 | A |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.61 | B | 0.80 | C |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.88 | D | 0.63 | B |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.87 | D | 0.92 | E |
| 486 | SR-133 SB Ramps & Trabuco Rd | S | 0.62 | B | 0.64 | B |
| 487 | SR-133 NB Ramps & Trabuco Rd | S | 0.57 | A | 0.74 | C |
| 556 | Ridge Valley & Portola Pkwy | S | 0.74 | C | 0.72 | C |
| 557 | "O" St & "C" St | R | 0.33 | A | 0.26 | A |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.58 | A | 0.84 | D |
| 559 | "O" St & Trabuco Rd | S | 0.86 | D | 0.77 | C |
| 560 | "O" St & Marine Way | S | 0.52 | A | 0.66 | B |
| 563 | "B" St & Irvine Blvd | S | 0.58 | A | 0.71 | C |
| 566 | Marine Way & Barranca Pkwy | S | 0.67 | B | 0.66 | B |
| 567 | Marine Way & Alton Pkwy | S | 0.70 | B | 0.65 | B |
| 569 | Bake Pkwy & Marine Way | S | 0.82 | D | 0.77 | C |
| 571 | Portola Springs & Portola Pkwy | S | 0.75 | C | 0.62 | B |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.61 | B | 0.76 | C |

| Intersection | | Control ¹ | AM Peak | | PM Peak | |
|--------------|---------------------------------|----------------------|---------|------------------|---------|------------------|
| | | | V/C | LOS ² | V/C | LOS ² |
| 603 | "O" St & "LN" St | S | 0.38 | A | 0.32 | A |
| 605 | "O" St & "LQ" St | R | 0.45 | A | 0.46 | A |
| 608 | "O" St & "LV" St | S | 0.36 | A | 0.38 | A |
| 626 | "LY" St & "LQ" St | R | 0.37 | A | 0.37 | A |
| 627 | "LY" St & Irvine Blvd | S | 0.48 | A | 0.62 | B |
| 631 | "LY" St & Trabuco Rd | U | 0.02 | A | 0.10 | A |
| 782 | "A" St & "LQ" St | R | 0.29 | A | 0.34 | A |
| 787 | "Z" St & "LQ" St | U | 0.01 | A | 0.02 | A |
| 790 | "Z" St & Irvine Blvd | S | 0.64 | B | 0.72 | C |
| 798 | "B" St & "LQ" St | S | 0.30 | A | 0.39 | A |
| 799 | "B" St & Marine Way | S | 0.74 | C | 0.70 | B |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.80 | D | 0.74 | C |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout
2. LOS E acceptable at Intersections #338, #367, #368

Figure 4.11 Post Year 2035 Peak Hour Volumes – 2011 Approved Project – No Project



| | | | |
|--|---|---|---|
| N/S Street: "B" St E/W Street: Driveway 1 ① Proposed Project Intersection | N/S Street: Sand Canyon Ave E/W Street: Driveway 2 ② Proposed Project Intersection | N/S Street: Driveway 3 E/W Street: "LQ" St ③ Proposed Project Intersection | N/S Street: Driveway 4 E/W Street: "LQ" St ④ Proposed Project Intersection |
| N/S Street: "LQ" St E/W Street: Driveway 5 ⑤ Proposed Project Intersection | N/S Street: "LQ" St E/W Street: Driveway 6 ⑥ Proposed Project Intersection | N/S Street: "LQ" St E/W Street: Driveway 7 ⑦ Proposed Project Intersection | N/S Street: "B" St E/W Street: Irvine Blvd ⑧ 0/0 0/0 0/0 2926/1626 196/53 32/167 0/0 0/0 0/0 1662/3093 149/87 43/144 |
| N/S Street: "Z" St E/W Street: "LQ" St ⑧ 0/0 48/28 33/40 420/282 0/0 0/0 22/29 25/17 225/356 0/0 | N/S Street: "Z" St E/W Street: Irvine Blvd ⑨ 34/23 127/87 46/87 2824/1550 45/64 47/56 5/16 196/53 20/101 1484/3089 39/98 73/34 | N/S Street: "B" St E/W Street: "LQ" St ⑩ 320/121 5/5 5/5 364/264 60/19 5/40 50/136 5/5 5/5 | N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd ⑪ 72/30 29/28 20/42 2854/1781 147/79 48/162 15/90 148/73 61/169 1602/2848 449/354 241/408 |
| N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd ⑫ 0/0 447/143 0/0 792/1264 392/333 0/0 0/0 307/158 0/0 1255/1376 427/400 | N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd ⑬ 0/0 0/0 0/0 1082/1144 38/282 281/500 0/0 0/0 0/0 1399/1278 113/332 642/526 | | |

LEGEND

- Study Intersection - Signalized
- Study Intersection - Unsignalized
- Study Intersection - Roundabout
- # Study Intersection Number
- # Turning Movement Volume
- ## AM Peak Hour/PM Peak Hour

Figure 4.11 Post Year 2035 Peak Hour Volumes – 2011 Approved Project – No Project

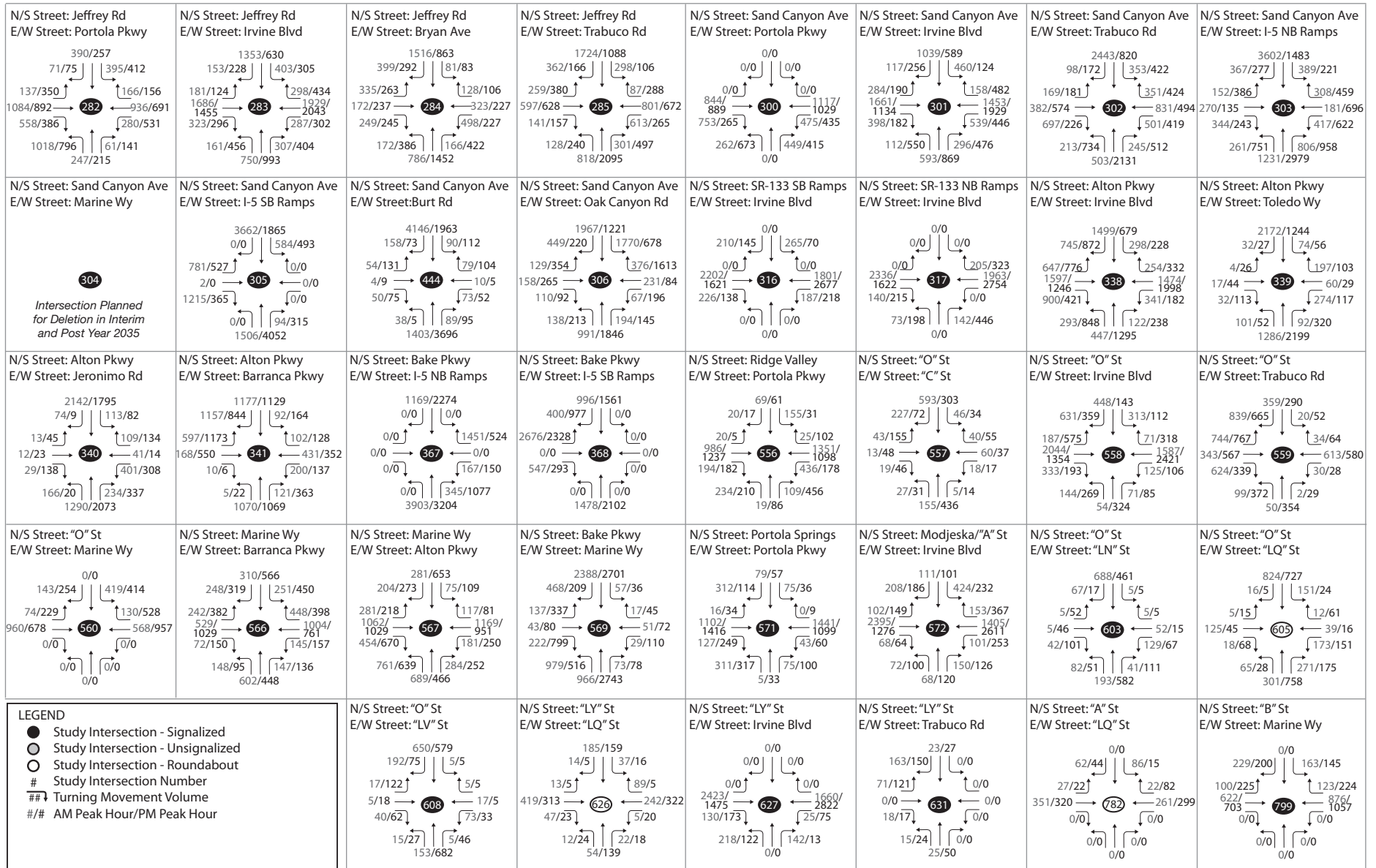
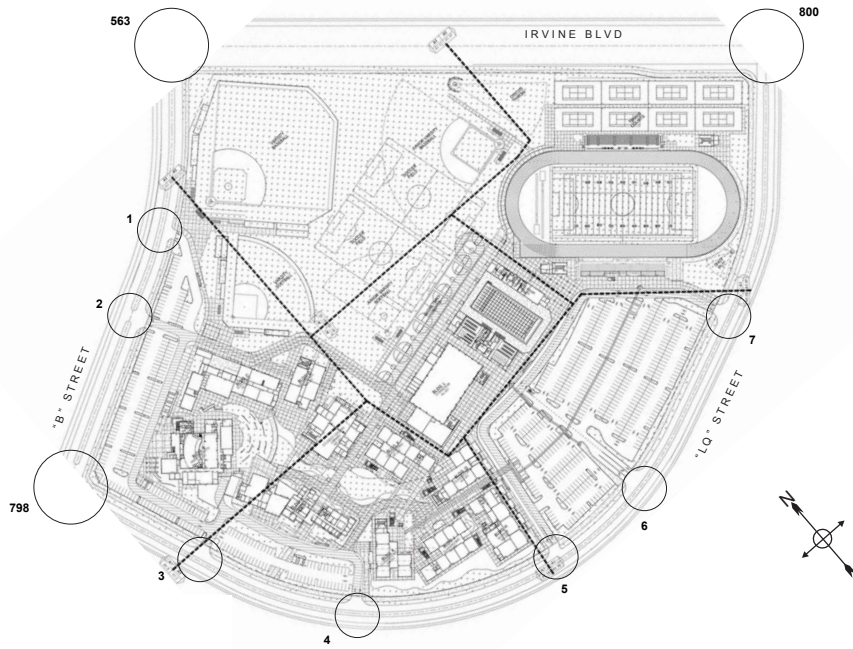


Figure 4.12 Post Year 2035 Peak Hour Volumes – 2012 Modified Project Option 1 – No Project



| | | | |
|--|--|--|---|
| N/S Street: "B" St E/W Street: Driveway 1 ① Proposed Project Intersection | N/S Street: Sand Canyon Ave E/W Street: Driveway 2 ② Proposed Project Intersection | N/S Street: Driveway 3 E/W Street: "LQ" St ③ Proposed Project Intersection | N/S Street: Driveway 4 E/W Street: "LQ" St ④ Proposed Project Intersection |
| N/S Street: "LQ" St E/W Street: Driveway 5 ⑤ Proposed Project Intersection | N/S Street: "LQ" St E/W Street: Driveway 6 ⑥ Proposed Project Intersection | N/S Street: "LQ" St E/W Street: Driveway 7 ⑦ Proposed Project Intersection | N/S Street: "B" St E/W Street: Irvine Blvd ⑧ <pre> 0/0 0/0 ↓ 0/0 2388/1641 → 563 ← 1719/3028 82/84 ↓ 110/92 0/123 ↑ 54/81 0/0 </pre> |
| N/S Street: "Z" St E/W Street: "LQ" St <pre> 0/0 4/1 ↓ 0/0 12/19 ↑ 0/0 270/371 → 787 ← 320/319 0/0 ↓ 0/0 0/0 ↑ 0/0 0/0 </pre> | N/S Street: "Z" St E/W Street: Irvine Blvd <pre> 36/18 139/85 ↓ 166/55 42/79 ↑ 19/95 2279/1718 → 790 ← 1613/2955 42/68 ↓ 52/84 57/54 ↑ 68/38 8/15 </pre> | N/S Street: "B" St E/W Street: "LQ" St <pre> 105/160 0/14 ↓ 0/0 9/1 ↑ 0/0 218/343 → 798 ← 300/263 41/25 ↓ 0/0 19/40 ↑ 0/0 103/131 </pre> | N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd <pre> 19/20 48/41 ↓ 166/69 22/70 ↑ 61/182 2706/1748 → 800 ← 1780/2957 0/0 ↓ 124/184 0/36 ↑ 203/144 11/44 </pre> |
| N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd <pre> 0/0 462/143 ↓ 293/169 0/0 ↑ 0/0 741/1285 → 486 ← 1337/1343 377/324 ↓ 431/398 0/0 ↑ 0/0 0/0 </pre> | N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd <pre> 0/0 0/0 ↓ 0/0 0/0 ↑ 0/0 1014/1176 → 487 ← 1490/1247 41/279 ↓ 131/324 277/498 ↑ 602/547 0/0 </pre> | | |

LEGEND

- Study Intersection - Signalized
- Study Intersection - Unsignalized
- Study Intersection - Roundabout
- # Study Intersection Number
- # Turning Movement Volume
- ## AM Peak Hour/PM Peak Hour

Figure 4.12 Post Year 2035 Peak Hour Volumes – 2012 Modified Project Option 1 – No Project

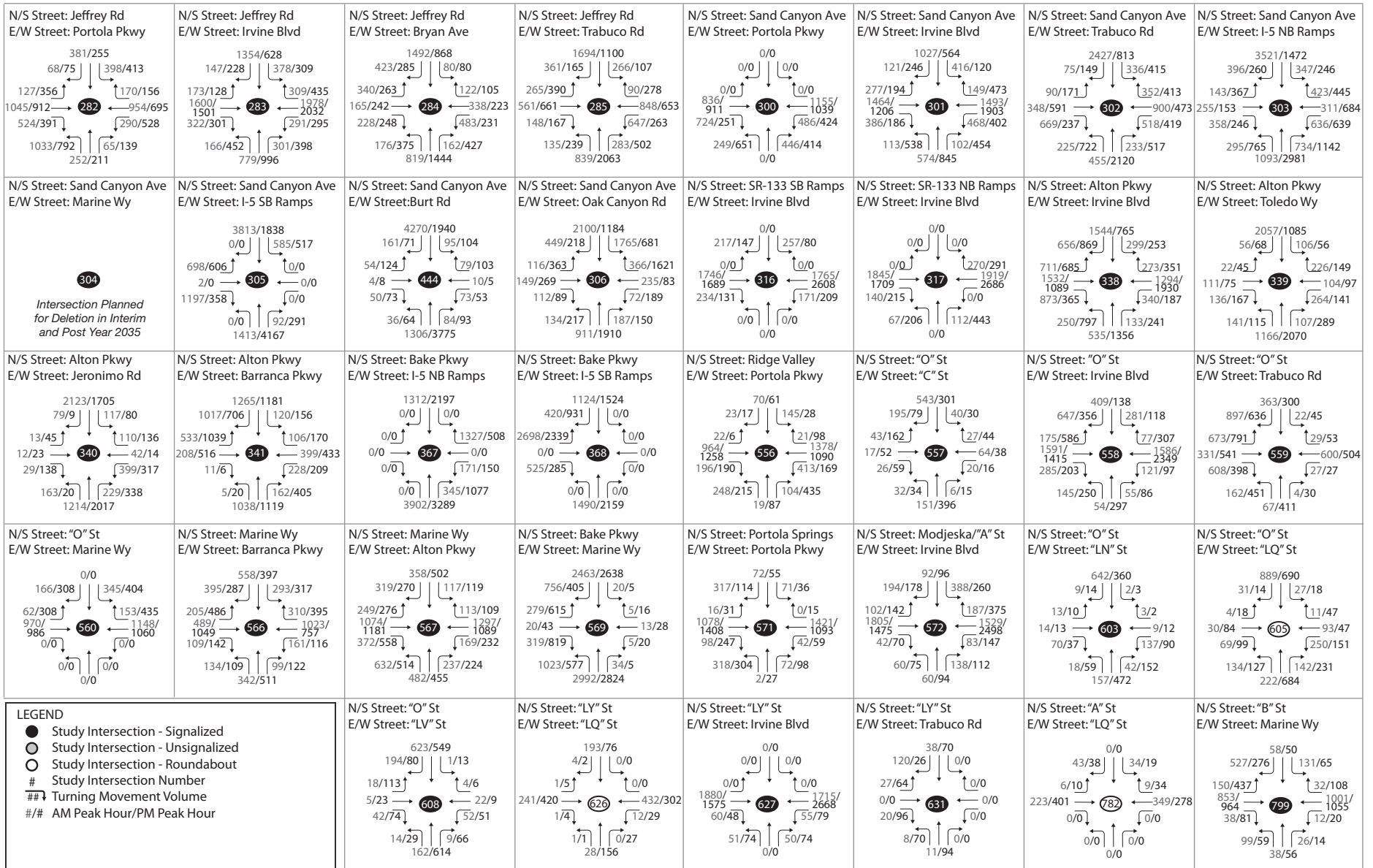
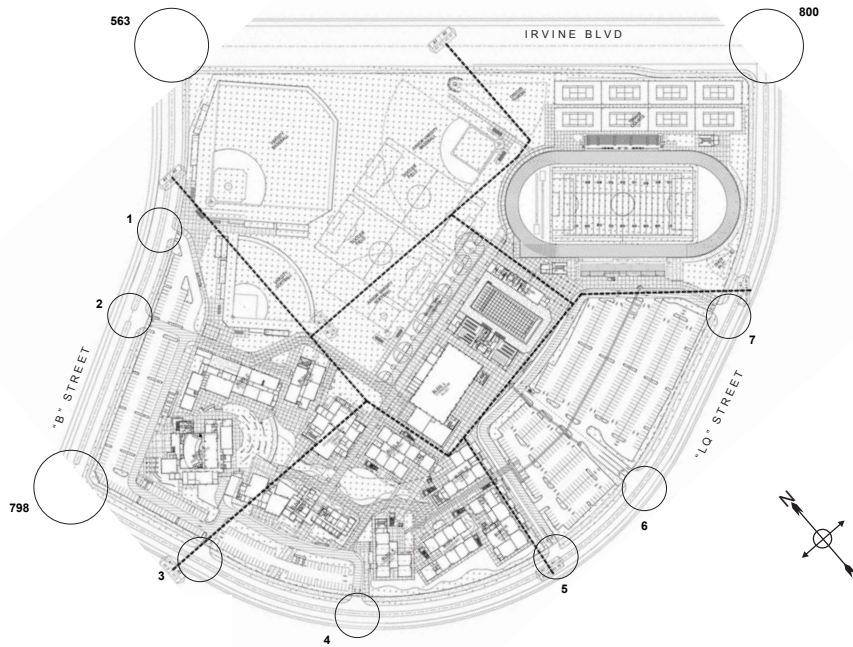


Figure 4.13 Post Year 2035 Peak Hour Volumes – 2012 Modified Project Option 2 – No Project

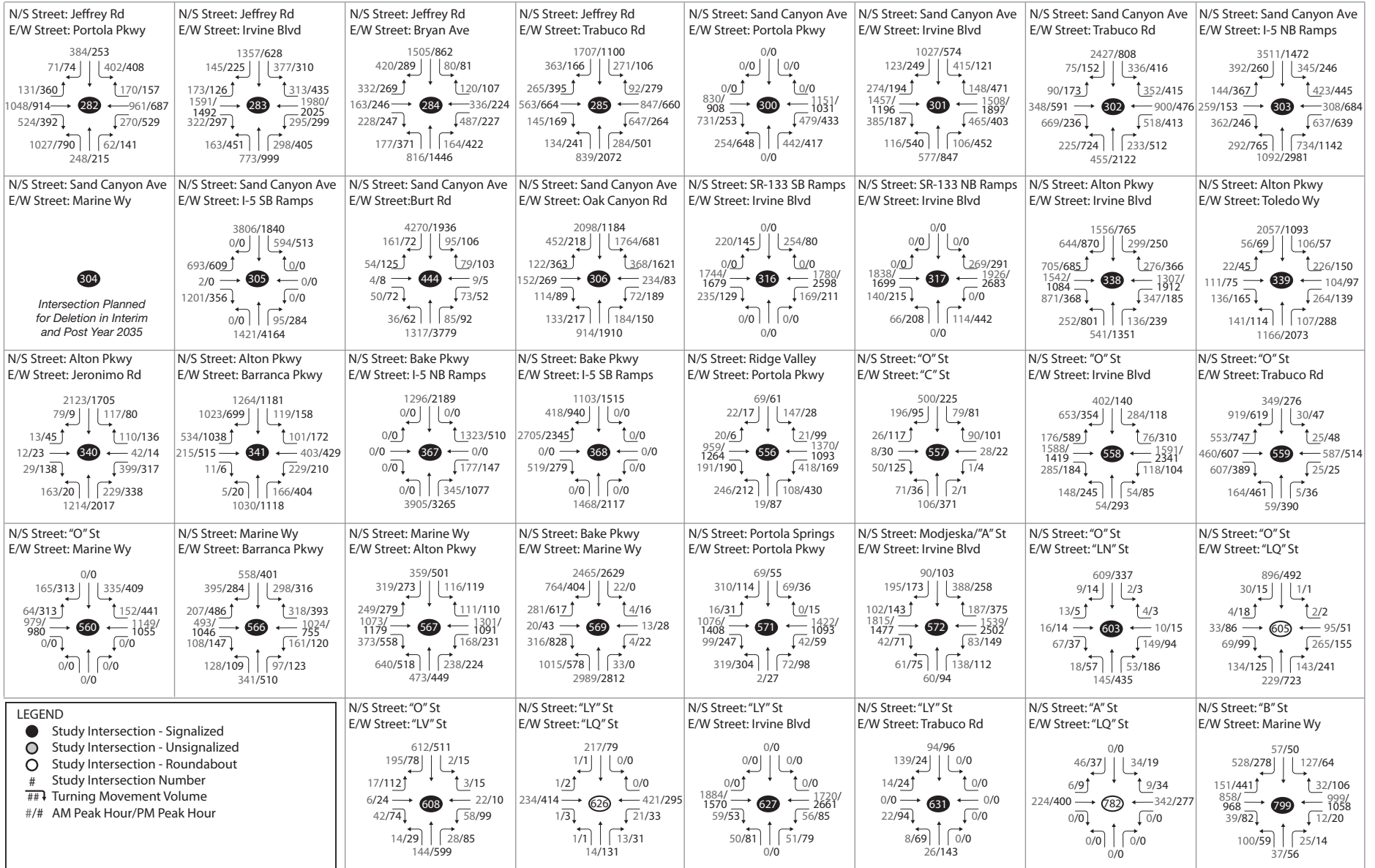


| | | | |
|--|---|--|--|
| N/S Street: "B" St E/W Street: Driveway 1 ① Proposed Project Intersection | N/S Street: Sand Canyon Ave E/W Street: Driveway 2 ② Proposed Project Intersection | N/S Street: Driveway 3 E/W Street: "LQ" St ③ Proposed Project Intersection | N/S Street: Driveway 4 E/W Street: "LQ" St ④ Proposed Project Intersection |
| N/S Street: "LQ" St E/W Street: Driveway 5 ⑤ Proposed Project Intersection | N/S Street: "LQ" St E/W Street: Driveway 6 ⑥ Proposed Project Intersection | N/S Street: "LQ" St E/W Street: Driveway 7 ⑦ Proposed Project Intersection | N/S Street: "B" St E/W Street: Irvine Blvd ⑧ 0/0 0/0 2397/2621 72/210 0/123 0/0 0/0 0/0 1731/1777 108/117 55/81 |
| N/S Street: "Z" St E/W Street: "LQ" St ⑧ 0/0 3/1 12/19 270/373 0/0 0/0 0/0 0/0 0/0 0/0 | N/S Street: "Z" St E/W Street: Irvine Blvd ⑨ 36/18 139/85 42/79 2279/1718 42/68 57/54 8/15 166/55 19/95 1624/2955 52/84 68/38 | N/S Street: "B" St E/W Street: "LQ" St ⑩ 105/157 0/14 8/0 218/344 41/26 19/40 103/131 0/0 0/0 0/0 0/0 | N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd ⑪ 21/20 50/41 23/70 2710/1748 0/0 0/36 11/44 165/69 60/182 1787/2957 122/184 199/144 |
| N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd ⑫ 0/0 455/143 0/0 735/1285 374/324 0/0 0/0 0/0 0/0 | N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd ⑬ 0/0 0/0 0/0 1014/1181 41/275 279/491 0/0 0/0 0/0 0/0 | | |

LEGEND

- Study Intersection - Signalized
- Study Intersection - Unsignalized
- Study Intersection - Roundabout
- # Study Intersection Number
- # Turning Movement Volume
- ## AM Peak Hour/PM Peak Hour

Figure 4.13 Post Year 2035 Peak Hour Volumes – 2012 Modified Project Option 2 – No Project



5. Proposed Project

A description of the proposed project and the expected volume, distribution, and frequency of project-generated trips are presented in this section.

5.1 PROJECT DESCRIPTION

The Irvine Unified School District plans to build a new high school facility on a 40.3-acre site on the southeast corner of Irvine Boulevard and the future "B" Street, east of Sand Canyon Avenue and Highway 133 and west of Alton Parkway. The project site is on a portion of the former Marine Corps Air Station El Toro (MCAS El Toro), in Planning Area 51, Orange County Great Park, of the City of Irvine General Plan.

The school is scheduled to open in the year 2016 with a capacity of 2,600 students. It will also include a performing arts center, a gymnasium, and a stadium with 2,940 seats. The High School No. 5 facilities (the performing arts center, tennis courts, softball/baseball fields, etc.) may be available for public or non-enrollment population use on a very limited basis on weekends and weekday evenings. This activity would not significantly contribute to weekday peak hour trip generation. The stadium would serve as a venue for special events such as graduation ceremonies and sports activities, and is not expected to generate a significant number of trips on a daily basis throughout the year. The proposed stadium would likely host one varsity football game per week for about ten to twelve weeks per year.

5.2 TRIP GENERATION

The trip generation for the High School No. 5 project has been estimated using rates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition. The trip generation rates and the forecast trip volumes for the High School land use category (ITE Code 530), are summarized in Table 5-1.

Table 5-1 - ITE Trip Generation for a High School Land Use (Code 530) with a Capacity of 2,600 Students

| | Weekday | AM | | | PM | | |
|-------|---------|--------|--------|-------|--------|--------|-------|
| | | In | Out | Total | In | Out | Total |
| Rates | 1.71 | 0.2856 | 0.1344 | 0.42 | 0.0611 | 0.0689 | 0.13 |
| Trips | 4,446 | 743 | 349 | 1,092 | 159 | 179 | 338 |

5.3 TRIP DISTRIBUTION

The project trip distribution for each analysis scenario has been developed based on the following assumptions:

- 5% of the project trips are generated by faculty and staff originating outside of the City of Irvine.
- 5% of the project trips are generated by faculty and staff originating within the City of Irvine but outside of the High School No. 5 attendance area boundary.

- The number of trips originating from each sub-area within the High School No. 5 attendance area boundary is proportional to the number of residential dwelling units located in that sub-area.

Based on a field inventory and information published online, there are approximately 10,242 existing residential housing units located within the High School No. 5 attendance area, plus an estimated 1,000 additional residential units under construction or planned to be built by 2016. For the purpose of this trip distribution, it is assumed that there are 11,242 residential dwelling units, not including the Great Park Neighborhoods development.

The trip origin and destination assumptions for each of the Interim Year 2017 scenarios are summarized in Table 5-2, and the assumptions for 2035 and Post-2035 are provided in Table 5-3. The appendix contains a memo that details the trip distribution for the study area for Year 2017, 2035 and Post-2035.

Table 5-2 - Interim Year 2017 Trip Distribution Assumptions

| Trip Origins/ Destinations | 2011 AP | 2012 MP Option 1 | 2012 MP Option 2 |
|---|---------|---------------------|---------------------|
| Outside of the City of Irvine | 5% | 5% | 5% |
| Within the City of Irvine but outside the HS No.5 attendance area boundary | 5% | 5% | 5% |
| Within the HS No.5 attendance area boundary but outside of the Great Park Neighborhoods | 65% | 63% | 63% |
| Within the Great Park Neighborhoods development area | 25% | 27% | 27% |

Table 5-3 - Year 2035 and Post-2035 Trip Distribution Assumptions

| Trip Origins/ Destinations | 2011 AP | 2012 MP Option 1 | 2012 MP Option 2 |
|---|---------|---------------------|---------------------|
| Outside of the City of Irvine | 5% | 5% | 5% |
| Within the City of Irvine but outside the HS No.5 attendance area boundary | 5% | 5% | 5% |
| Within the HS No.5 attendance area boundary but outside of the Great Park Neighborhoods | 63% | 49% | 49% |
| Within the Great Park Neighborhoods development area | 27% | 41% | 41% |

6. Existing Conditions With Proposed Project

The ultimate width of Irvine Boulevard in the vicinity of High School No.5 will include three lanes in each direction. The section of Irvine Boulevard fronting the project site (between "B" Street and "LQ" Street) will be constructed to provide sufficient width for a left turn pocket, three through lanes, and a right turn pocket on the eastbound approach to "LQ" Street. In the Year 2013 and Year 2017 analyses, there are only two eastbound receiving lanes on Irvine Boulevard east of "LQ" Street, so the eastbound approach to the intersection is modeled with a left turn pocket, two through lanes and a right turn pocket. Although the street will be wide enough to provide three eastbound through lanes, it will not operate with that capacity until a third eastbound receiving lane is constructed east of "LQ" Street.

Year 2013 with project (2011 Approved Project) ADT volumes on study area arterials are listed in Table 6-1. Tables 6-2 and 6-3 summarize the study area arterials ADT volumes for 2013 (2012 Modified Project Options 1 and 2), respectively. As seen in Table 6-1, all study area segments are calculated to operate at LOS C or better under 2013 with project conditions for all three scenarios.

Year 2013 with project (2011 Approved Project) intersection volumes are shown in Figure 6.1. Figures 6.2 and 6.3 show the 2013 - 2012 Modified Project Option 1 and 2, respectively. A summary of the level of service analysis results for the 2013 with project condition is included in Table 6-4. Table 6-5 includes a summary of the 2013 (2012 Modified Project Option 1) with project, and Table 6-6 includes the 2013 (2012 Modified Project Option 1) with project analysis summary results. As seen in Tables 6-2 to 6-4, all study area intersections are calculated to operate at LOS D or better under 2013 with project conditions with the exception of Bake Parkway and I-5 NB Ramps which operates at LOS F during the PM peak hour. There are no project impacts under the year 2013 scenarios.

Table 6-1 Year 2013 (2011 Approved Project) Arterial Level of Service

| # | Street Name | Limits | # Lanes | Capacity | 2013 NP ADT | | | 2013 WP ADT | | |
|----|----------------|------------------------------|------------------|--------------------------|-------------|------|-----|-------------|------|-----|
| | | | | | ADT | V/C | LOS | ADT | V/C | LOS |
| 1 | Jeffrey Rd | Irvine Blvd to Bryan Av | 6D | 54,000 | 16,094 | 0.30 | A | 16,224 | 0.30 | A |
| 2 | Sand Canyon Av | Portola Pkwy to Irvine Blvd | 4D | 32,000 | 12,614 | 0.39 | A | 12,884 | 0.40 | A |
| 3 | Sand Canyon Av | Irvine Blvd to Trabuco Rd | 6D | 54,000 | 23,409 | 0.43 | A | 24,919 | 0.46 | A |
| 4 | Sand Canyon Av | Trabuco Rd to Marine Way | 8D | 72,000 | 28,669 | 0.40 | A | 28,799 | 0.40 | A |
| 5 | Sand Canyon Av | Marine Way to Oak Canyon Rd | 4D | 32,000 | 25,375 | 0.79 | C | 25,415 | 0.79 | C |
| 6 | Alton Pkwy | Irvine Blvd to Toledo Wy | 6D | 54,000 | 9,242 | 0.17 | A | 9,462 | 0.18 | A |
| 7 | Alton Pkwy | Toledo Wy to Jeronimo Rd | 6D | 54,000 | 16,526 | 0.31 | A | 16,746 | 0.31 | A |
| 8 | Alton Pkwy | Jeronimo Rd to Barranca Pkwy | 6D | 54,000 | 24,559 | 0.45 | A | 24,779 | 0.46 | A |
| 9 | Portola Pkwy | Jeffrey Rd to Sand Canyon Av | 4D | 32,000 | 10,138 | 0.32 | A | 10,178 | 0.32 | A |
| 10 | Portola Pkwy | Sand Cyn Av to Ridge Valley | 4D | 32,000 | 10,150 | 0.32 | A | 10,190 | 0.32 | A |
| 11 | Portola Pkwy | Ridge Valley to Modjeska | 4D | 32,000 | 4,955 | 0.15 | A | 5,135 | 0.16 | A |
| 12 | Irvine Blvd | Jeffrey Rd to Sand Canyon Av | 6D | 54,000 | 22,699 | 0.42 | A | 23,769 | 0.44 | A |
| 13 | Irvine Blvd | Sand Canyon Av to SR-133 Fwy | 6D | 54,000 | 19,245 | 0.36 | A | 22,095 | 0.41 | A |
| 14 | Irvine Blvd | SR-133 Fwy to Ridge Valley | 4D | 32,000 | 19,245 | 0.60 | A | 22,175 | 0.69 | B |
| 15 | Irvine Blvd | Ridge Valley to "LY" St | 4D | 32,000 | 19,245 | 0.60 | A | 22,535 | 0.70 | B |
| 16 | Irvine Blvd | "LY" St to "Z" St | 4D | 32,000 | 19,245 | 0.60 | A | 23,155 | 0.72 | C |
| 17 | Irvine Blvd | "Z" St to "B" St | 4D | 32,000 | 19,245 | 0.60 | A | 23,335 | 0.73 | C |
| 18 | Irvine Blvd | "B" St to "LQ" St | NP: 4D WP: 5D | NP: 32,000 WP: 42,000 | 19,245 | 0.60 | A | 21,695 | 0.52 | A |
| 19 | Irvine Blvd | "LQ" St to Alton Pkwy | 4D | 32,000 | 19,245 | 0.60 | A | 19,465 | 0.61 | A |
| 20 | Trabuco Rd | Jeffrey Rd to Sand Canyon Av | 4D | 32,000 | 7,093 | 0.22 | A | 7,763 | 0.24 | A |
| 21 | Trabuco Rd | Sand Cyn Av to SR-133 Fwy | 4D | 32,000 | - | - | A | - | - | A |
| 22 | Trabuco Rd | SR-133 Fwy to "O" St | 4D | 32,000 | - | - | A | - | - | A |
| 23 | "O" St | Portola Pkwy to Irvine Blvd | 4D | 32,000 | - | - | A | - | - | A |
| 24 | "O" St | Irvine Blvd to "C" St | 4D | 32,000 | - | - | A | - | - | A |
| 25 | "O" St | "C" St to "LN" St | 4D | 32,000 | - | - | A | - | - | A |
| 26 | "O" St | "LN" St to "LQ" St | 4D | 32,000 | - | - | A | - | - | A |
| 27 | "O" St | "LQ" St to Trabuco Rd | 4D | 32,000 | - | - | A | - | - | A |

| # | Street Name | Limits | # Lanes | Capacity | 2013 NP ADT | | | 2013 WP ADT | | |
|----|-------------|------------------------|---------|----------|-------------|-----|-----|-------------|-----|-----|
| | | | | | ADT | V/C | LOS | ADT | V/C | LOS |
| 28 | "O" St | Trabuco Rd to "LV" St | 4D | 32,000 | - | - | A | - | - | A |
| 29 | "B" St | Irvine Blvd to "LQ" St | 2D | 13,000 | - | - | A | - | - | A |
| 30 | "B" St | "LQ" St to Marine Wy | 2D | 13,000 | - | - | A | - | - | A |
| 31 | "LQ" St | "O" St to "C" St | 2D | 13,000 | - | - | A | - | - | A |
| 32 | "LQ" St | "C" St to "LY" St | 2D | 13,000 | - | - | A | - | - | A |
| 33 | "LQ" St | "LY" St to "A" St | 2D | 13,000 | - | - | A | - | - | A |
| 34 | "LQ" St | "A" St to "Z" St | 2D | 13,000 | - | - | A | - | - | A |
| 35 | "LQ" St | "Z" St to "B" St | 2D | 13,000 | - | - | A | - | - | A |
| 36 | "LQ" St | "B" St to Irvine Blvd | 2D | 13,000 | - | - | A | - | - | A |

Table 6-2 Year 2013 (2012 Modified Project Option 1) Arterial Level of Service

| # | Street Name | Limits | # Lanes | Capacity (veh/day) | 2013 NP ADT | | | 2013 WP ADT | | |
|----|----------------|------------------------------|---------|--------------------|-------------|------|-----|-------------|------|-----|
| | | | | | ADT | V/C | LOS | ADT | V/C | LOS |
| 1 | Jeffrey Rd | Irvine Blvd to Bryan Av | 6D | 54,000 | 16,094 | 0.30 | A | 16,224 | 0.30 | A |
| 2 | Sand Canyon Av | Portola Pkwy to Irvine Blvd | 4D | 32,000 | 12,614 | 0.23 | A | 12,884 | 0.40 | A |
| 3 | Sand Canyon Av | Irvine Blvd to Trabuco Rd | 6D | 54,000 | 23,409 | 0.43 | A | 24,879 | 0.46 | A |
| 4 | Sand Canyon Av | Trabuco Rd to Marine Way | 8D | 72,000 | 28,669 | 0.53 | A | 28,799 | 0.40 | A |
| 5 | Sand Canyon Av | Marine Way to Oak Canyon Rd | 4D | 32,000 | 25,375 | 0.47 | A | 25,415 | 0.79 | C |
| 6 | Alton Pkwy | Irvine Blvd to Toledo Wy | 6D | 54,000 | 9,242 | 0.17 | A | 9,462 | 0.18 | A |
| 7 | Alton Pkwy | Toledo Wy to Jeronimo Rd | 6D | 54,000 | 16,526 | 0.31 | A | 16,746 | 0.31 | A |
| 8 | Alton Pkwy | Jeronimo Rd to Barranca Pkwy | 6D | 54,000 | 24,559 | 0.45 | A | 24,779 | 0.46 | A |
| 9 | Portola Pkwy | Jeffrey Rd to Sand Canyon Av | 4D | 32,000 | 10,138 | 0.19 | A | 10,178 | 0.32 | A |
| 10 | Portola Pkwy | Sand Cyn Av to Ridge Valley | 4D | 32,000 | 10,150 | 0.19 | A | 10,190 | 0.32 | A |
| 11 | Portola Pkwy | Ridge Valley to Modjeska | 4D | 32,000 | 4,955 | 0.09 | A | 5,135 | 0.16 | A |
| 12 | Irvine Blvd | Jeffrey Rd to Sand Canyon Av | 6D | 54,000 | 22,699 | 0.42 | A | 23,719 | 0.44 | A |
| 13 | Irvine Blvd | Sand Canyon Av to SR-133 Fwy | 6D | 54,000 | 19,245 | 0.36 | A | 22,005 | 0.41 | A |
| 14 | Irvine Blvd | SR-133 Fwy to Ridge Valley | 4D | 32,000 | 19,245 | 0.60 | A | 22,095 | 0.69 | B |
| 15 | Irvine Blvd | Ridge Valley to "LY" St | 4D | 32,000 | 19,245 | 0.60 | A | 22,495 | 0.70 | B |

| # | Street Name | Limits | # Lanes | Capacity (veh/day) | 2013 NP ADT | | | 2013 WP ADT | | |
|----|-------------|------------------------------|------------------|--------------------------|-------------|------|-----|-------------|------|-----|
| | | | | | ADT | V/C | LOS | ADT | V/C | LOS |
| 16 | Irvine Blvd | "LY" St to "Z" St | 4D | 32,000 | 19,245 | 0.60 | A | 23,155 | 0.72 | C |
| 17 | Irvine Blvd | "Z" St to "B" St | 4D | 32,000 | 19,245 | 0.60 | A | 23,335 | 0.73 | C |
| 18 | Irvine Blvd | "B" St to "LQ" St | NP: 4D WP: 5D | NP: 32,000 WP: 42,000 | 19,245 | 0.60 | A | 21,695 | 0.52 | A |
| 19 | Irvine Blvd | "LQ" St to Alton Pkwy | 4D | 32,000 | 19,245 | 0.60 | A | 19,465 | 0.61 | A |
| 20 | Trabuco Rd | Jeffrey Rd to Sand Canyon Av | 4D | 32,000 | 7,093 | 0.13 | A | 7,763 | 0.24 | A |
| 21 | Trabuco Rd | Sand Canyon Av to SR-133 Fwy | 4D | 32,000 | - | - | A | - | - | A |
| 22 | Trabuco Rd | SR-133 Fwy to "O" St | 4D | 32,000 | - | - | A | - | - | A |
| 23 | "O" St | Portola Pkwy to Irvine Blvd | 4D | 32,000 | - | - | A | - | - | A |
| 24 | "O" St | Irvine Blvd to "C" St | 4D | 32,000 | - | - | A | - | - | A |
| 25 | "O" St | "C" St to "LN" St | 4D | 32,000 | - | - | A | - | - | A |
| 26 | "O" St | "LN" St to "LQ" St | 4D | 32,000 | - | - | A | - | - | A |
| 27 | "O" St | "LQ" St to Trabuco Rd | 4D | 32,000 | - | - | A | - | - | A |
| 28 | "O" St | Trabuco Rd to "LV" St | 4D | 32,000 | - | - | A | - | - | A |
| 29 | "B" St | Irvine Blvd to "LQ" St | 2D | 13,000 | - | - | A | - | - | A |
| 30 | "B" St | "LQ" St to Marine Wy | 2D | 13,000 | - | - | A | - | - | A |
| 31 | "LQ" St | "O" St to "C" St | 2D | 13,000 | - | - | A | - | - | A |
| 32 | "LQ" St | "C" St to "LY" St | 2D | 13,000 | - | - | A | - | - | A |
| 33 | "LQ" St | "LY" St to "A" St | 2D | 13,000 | - | - | A | - | - | A |
| 34 | "LQ" St | "A" St to "Z" St | 2D | 13,000 | - | - | A | - | - | A |
| 35 | "LQ" St | "Z" St to "B" St | 2D | 13,000 | - | - | A | - | - | A |
| 36 | "LQ" St | "B" St to Irvine Blvd | 2D | 13,000 | - | - | A | - | - | A |

Table 6-3 Year 2013 (2012 Modified Project Option 2) Arterial Level of Service

| # | Street Name | Limits | # Lanes | Capacity | 2013 NP ADT | | | 2013 WP ADT | | |
|---|----------------|-----------------------------|---------|----------|-------------|-------|-----|-------------|-------|-----|
| | | | | | ADT | V/C | LOS | ADT | V/C | LOS |
| 1 | Jeffrey Rd | Irvine Blvd to Bryan Av | 6D | 54,000 | 16,094 | 0.300 | A | 16,224 | 0.300 | A |
| 2 | Sand Canyon Av | Portola Pkwy to Irvine Blvd | 4D | 32,000 | 12,614 | 0.230 | A | 12,884 | 0.400 | A |
| 3 | Sand Canyon Av | Irvine Blvd to Trabuco Rd | 6D | 54,000 | 23,409 | 0.430 | A | 24,919 | 0.460 | A |

| # | Street Name | Limits | # Lanes | Capacity | 2013 NP ADT | | | 2013 WP ADT | | |
|----|----------------|--------------------------------|------------------|--------------------------|-------------|-------|-----|-------------|-------|-----|
| | | | | | ADT | V/C | LOS | ADT | V/C | LOS |
| 4 | Sand Canyon Av | Trabuco Rd to Marine Way | 8D | 72,000 | 28,669 | 0.530 | A | 28,799 | 0.400 | A |
| 5 | Sand Canyon Av | Marine Way to Oak Canyon Rd | 4D | 32,000 | 25,375 | 0.470 | A | 25,415 | 0.790 | C |
| 6 | Alton Pkwy | Irvine Blvd to Toledo Wy | 6D | 54,000 | 9,242 | 0.170 | A | 9,462 | 0.180 | A |
| 7 | Alton Pkwy | Toledo Wy to Jeronimo Rd | 6D | 54,000 | 16,526 | 0.310 | A | 16,746 | 0.310 | A |
| 8 | Alton Pkwy | Jeronimo Rd to Barranca Pkwy | 6D | 54,000 | 24,559 | 0.450 | A | 24,779 | 0.460 | A |
| 9 | Portola Pkwy | Jeffrey Rd to Sand Canyon Av | 4D | 32,000 | 10,138 | 0.190 | A | 10,178 | 0.320 | A |
| 10 | Portola Pkwy | Sand Canyon Av to Ridge Valley | 4D | 32,000 | 10,150 | 0.190 | A | 10,190 | 0.320 | A |
| 11 | Portola Pkwy | Ridge Valley to Modjeska | 4D | 32,000 | 4,955 | 0.090 | A | 5,135 | 0.160 | A |
| 12 | Irvine Blvd | Jeffrey Rd to Sand Canyon Av | 6D | 54,000 | 22,699 | 0.42 | A | 23,719 | 0.44 | A |
| 13 | Irvine Blvd | Sand Canyon Av to SR-133 Fwy | 6D | 54,000 | 19,245 | 0.36 | A | 22,045 | 0.41 | A |
| 14 | Irvine Blvd | SR-133 Fwy to Ridge Valley | 4D | 32,000 | 19,245 | 0.60 | A | 22,135 | 0.69 | B |
| 15 | Irvine Blvd | Ridge Valley to "LY" St | 4D | 32,000 | 19,245 | 0.60 | A | 22,495 | 0.70 | B |
| 16 | Irvine Blvd | "LY" St to "Z" St | 4D | 32,000 | 19,245 | 0.60 | A | 23,155 | 0.72 | C |
| 17 | Irvine Blvd | "Z" St to "B" St | 4D | 32,000 | 19,245 | 0.60 | A | 23,335 | 0.73 | C |
| 18 | Irvine Blvd | "B" St to "LQ" St | NP: 4D WP: 5D | NP: 32,000 WP: 42,000 | 19,245 | 0.60 | A | 21,695 | 0.52 | A |
| 19 | Irvine Blvd | "LQ" St to Alton Pkwy | 4D | 32,000 | 19,245 | 0.60 | A | 19,465 | 0.61 | A |
| 20 | Trabuco Rd | Jeffrey Rd to Sand Canyon Av | 4D | 32,000 | 7,093 | 0.13 | A | 7,763 | 0.24 | A |
| 21 | Trabuco Rd | Sand Canyon Av to SR-133 Fwy | 4D | 32,000 | - | - | A | - | - | A |
| 22 | Trabuco Rd | SR-133 Fwy to "O" St | 4D | 32,000 | - | - | A | - | - | A |
| 23 | "O" St | Portola Pkwy to Irvine Blvd | 4D | 32,000 | - | - | A | - | - | A |
| 24 | "O" St | Irvine Blvd to "C" St | 4D | 32,000 | - | - | A | - | - | A |
| 25 | "O" St | "C" St to "LN" St | 4D | 32,000 | - | - | A | - | - | A |
| 26 | "O" St | "LN" St to "LQ" St | 4D | 32,000 | - | - | A | - | - | A |
| 27 | "O" St | "LQ" St to Trabuco Rd | 4D | 32,000 | - | - | A | - | - | A |
| 28 | "O" St | Trabuco Rd to "LV" St | 4D | 32,000 | - | - | A | - | - | A |
| 29 | "B" St | Irvine Blvd to "LQ" St | 2D | 13,000 | - | - | A | - | - | A |
| 30 | "B" St | "LQ" St to Marine Wy | 2D | 13,000 | - | - | A | - | - | A |
| 31 | "LQ" St | "O" St to "C" St | 2D | 13,000 | - | - | A | - | - | A |
| 32 | "LQ" St | "C" St to "LY" St | 2D | 13,000 | - | - | A | - | - | A |

| # | Street Name | Limits | # Lanes | Capacity | 2013 NP ADT | | | 2013 WP ADT | | |
|----|-------------|-----------------------|---------|----------|-------------|-----|-----|-------------|-----|-----|
| | | | | | ADT | V/C | LOS | ADT | V/C | LOS |
| 33 | "LQ" St | "LY" St to "A" St | 2D | 13,000 | - | - | A | - | - | A |
| 34 | "LQ" St | "A" St to "Z" St | 2D | 13,000 | - | - | A | - | - | A |
| 35 | "LQ" St | "Z" St to "B" St | 2D | 13,000 | - | - | A | - | - | A |
| 36 | "LQ" St | "B" St to Irvine Blvd | 2D | 13,000 | - | - | A | - | - | A |

Table 6-4 Year 2013 Peak Hour Intersection LOS – 2011 Approved Project

| Intersection | Control ¹ | AM Peak Hour | | | | | | PM Peak Hour | | | | | | |
|--------------|-------------------------------|--------------|------|--------------|------|---------------|--------|--------------|------|--------------|------|---------------|--------|--|
| | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact | |
| | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | | |
| 1 | "B" St & Driveway 1 | U | 0.00 | A | 0.09 | A | 0.09 | | 0.00 | A | 0.01 | A | 0.01 | |
| 2 | "B" St & Driveway 2 | U | 0.00 | A | 0.08 | A | 0.08 | | 0.00 | A | 0.02 | A | 0.02 | |
| 3 | Driveway 3 & "LQ" St | U | 0.00 | A | 0.04 | A | 0.04 | | 0.00 | A | 0.02 | A | 0.02 | |
| 4 | Driveway 4 & "LQ" St | U | 0.00 | A | 0.05 | A | 0.05 | | 0.00 | A | 0.01 | A | 0.01 | |
| 5 | "LQ" St & Driveway 5 | U | 0.00 | A | 0.07 | A | 0.07 | | 0.00 | A | 0.03 | A | 0.03 | |
| 6 | "LQ" St & Driveway 6 | U | 0.00 | A | 0.19 | A | 0.19 | | 0.00 | A | 0.08 | A | 0.08 | |
| 7 | "LQ" St & Driveway 7 | U | 0.00 | A | 0.00 | A | 0.00 | | 0.00 | A | 0.00 | A | 0.00 | |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.38 | A | 0.38 | A | 0.00 | | 0.35 | A | 0.35 | A | 0.00 | |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.47 | A | 0.48 | A | 0.00 | | 0.55 | A | 0.55 | A | 0.00 | |
| 284 | Jeffrey Rd & Bryan Av | S | 0.46 | A | 0.46 | A | 0.00 | | 0.38 | A | 0.38 | A | 0.00 | |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.45 | A | 0.45 | A | 0.00 | | 0.43 | A | 0.43 | A | 0.00 | |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.26 | A | 0.27 | A | 0.00 | | 0.29 | A | 0.29 | A | 0.00 | |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.51 | A | 0.56 | A | 0.05 | | 0.50 | A | 0.51 | A | 0.01 | |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.39 | A | 0.43 | A | 0.04 | | 0.38 | A | 0.38 | A | 0.00 | |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.69 | B | 0.70 | B | 0.01 | | 0.84 | D | 0.85 | D | 0.01 | |
| 304 | Sand Canyon Av & Marine Way | S | 0.59 | A | 0.59 | A | 0.00 | | 0.61 | B | 0.61 | B | 0.00 | |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 0.76 | C | 0.76 | C | 0.00 | | 1.02 | F | 1.02 | F | 0.00 | |
| 444 | Sand Canyon Av & Burt Rd | S | 0.67 | B | 0.68 | B | 0.01 | | 0.57 | A | 0.57 | A | 0.00 | |

| Intersection | | Control ¹ | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|--------------|---------------------------------|----------------------|--------------|-----|--------------|-----|---------------|--------|--------------|-----|--------------|-----|---------------|--------|
| | | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact |
| | | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.29 | A | 0.29 | A | 0.00 | | 0.29 | A | 0.29 | A | 0.00 | |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.46 | A | 0.57 | A | 0.11 | | 0.44 | A | 0.46 | A | 0.02 | |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.47 | A | 0.62 | B | 0.15 | | 0.62 | B | 0.65 | B | 0.03 | |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.46 | A | 0.47 | A | 0.01 | | 0.49 | A | 0.50 | A | 0.01 | |
| 339 | Alton Pkwy & Toledo Way | S | 0.38 | A | 0.39 | A | 0.01 | | 0.36 | A | 0.36 | A | 0.00 | |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.37 | A | 0.37 | A | 0.01 | | 0.35 | A | 0.35 | A | 0.00 | |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.45 | A | 0.46 | A | 0.01 | | 0.57 | A | 0.57 | A | 0.00 | |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.90 | D | 0.90 | D | 0.00 | | 0.35 | A | 0.35 | A | 0.00 | |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.68 | B | 0.68 | B | 0.00 | | 0.73 | C | 0.73 | C | 0.00 | |
| 556 | Ridge Valley & Portola Pkwy | S | 0.35 | A | 0.35 | A | 0.00 | | 0.25 | A | 0.25 | A | 0.00 | |
| 563 | "B" St & Irvine Blvd | S | 0.00 | A | 0.44 | A | 0.24 | | 0.00 | A | 0.40 | A | 0.12 | |
| 571 | Portola Springs & Portola Pkwy | S | 0.18 | A | 0.18 | A | 0.00 | | 0.15 | A | 0.15 | A | 0.00 | |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.32 | A | 0.68 | B | 0.36 | | 0.44 | A | 0.58 | A | 0.14 | |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.00 | A | 0.36 | A | 0.36 | | 0.00 | A | 0.38 | A | 0.12 | |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout

Table 6-5 Year 2013 (2012 Modified Project Option 1) Peak Hour Intersection LOS – With Project

| Intersection | Control ¹ | AM Peak Hour | | | | | | PM Peak Hour | | | | | | |
|--------------|--------------------------------|--------------|------|--------------|------|---------------|--------|--------------|------|--------------|------|---------------|--------|--|
| | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact | |
| | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | | |
| 1 | "B" St & Driveway 1 | U | 0.00 | A | 0.02 | A | 0.02 | | 0.00 | A | 0.02 | A | 0.02 | |
| 2 | "B" St & Driveway 2 | U | 0.00 | A | 0.08 | A | 0.08 | | 0.00 | A | 0.02 | A | 0.02 | |
| 3 | Driveway 3 & "LQ" St | U | 0.00 | A | 0.04 | A | 0.04 | | 0.00 | A | 0.02 | A | 0.02 | |
| 4 | Driveway 4 & "LQ" St | U | 0.00 | A | 0.05 | A | 0.05 | | 0.00 | A | 0.01 | A | 0.01 | |
| 5 | "LQ" St & Driveway 5 | U | 0.00 | A | 0.07 | A | 0.07 | | 0.00 | A | 0.03 | A | 0.03 | |
| 6 | "LQ" St & Driveway 6 | U | 0.00 | A | 0.19 | A | 0.19 | | 0.00 | A | 0.08 | A | 0.08 | |
| 7 | "LQ" St & Driveway 7 | U | 0.00 | A | 0.00 | A | 0.00 | | 0.00 | A | 0.00 | A | 0.00 | |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.38 | A | 0.38 | A | 0.00 | | 0.35 | A | 0.35 | A | 0.00 | |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.47 | A | 0.48 | A | 0.00 | | 0.55 | A | 0.55 | A | 0.00 | |
| 284 | Jeffrey Rd & Bryan Av | S | 0.46 | A | 0.46 | A | 0.00 | | 0.38 | A | 0.38 | A | 0.00 | |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.45 | A | 0.45 | A | 0.00 | | 0.43 | A | 0.43 | A | 0.00 | |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.26 | A | 0.27 | A | 0.01 | | 0.29 | A | 0.29 | A | 0.00 | |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.51 | A | 0.56 | A | 0.05 | | 0.50 | A | 0.51 | A | 0.01 | |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.39 | A | 0.43 | A | 0.04 | | 0.38 | A | 0.38 | A | 0.00 | |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.69 | B | 0.70 | B | 0.01 | | 0.84 | D | 0.85 | D | 0.01 | |
| 304 | Sand Canyon Av & Marine Way | S | 0.59 | A | 0.59 | A | 0.00 | | 0.61 | B | 0.61 | B | 0.00 | |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 0.76 | C | 0.76 | C | 0.00 | | 1.02 | F | 1.02 | F | 0.00 | |
| 444 | Sand Canyon Av & Burt Rd | S | 0.67 | B | 0.68 | B | 0.00 | | 0.57 | A | 0.57 | A | 0.00 | |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.29 | A | 0.29 | A | 0.00 | | 0.29 | A | 0.29 | A | 0.00 | |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.46 | A | 0.57 | A | 0.11 | | 0.44 | A | 0.46 | A | 0.02 | |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.47 | A | 0.61 | B | 0.14 | | 0.62 | B | 0.65 | B | 0.03 | |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.46 | A | 0.47 | A | 0.01 | | 0.49 | A | 0.50 | A | 0.01 | |
| 339 | Alton Pkwy & Toledo Way | S | 0.38 | A | 0.39 | A | 0.01 | | 0.36 | A | 0.36 | A | 0.00 | |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.37 | A | 0.37 | A | 0.01 | | 0.35 | A | 0.35 | A | 0.00 | |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.45 | A | 0.46 | A | 0.01 | | 0.57 | A | 0.57 | A | 0.00 | |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.90 | D | 0.90 | D | 0.00 | | 0.35 | A | 0.35 | A | 0.00 | |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.68 | B | 0.68 | B | 0.00 | | 0.73 | C | 0.73 | C | 0.00 | |

| Intersection | | Control ¹ | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|--------------|---------------------------------|----------------------|--------------|-----|--------------|-----|---------------|--------|--------------|-----|--------------|-----|---------------|--------|
| | | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact |
| | | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | |
| 556 | Ridge Valley & Portola Pkwy | S | 0.35 | A | 0.35 | A | 0.00 | | 0.25 | A | 0.25 | A | 0.00 | |
| 563 | “B” St & Irvine Blvd | S | 0.00 | A | 0.44 | A | 0.24 | | 0.00 | A | 0.40 | A | 0.12 | |
| 571 | Portola Springs & Portola Pkwy | S | 0.18 | A | 0.18 | A | 0.01 | | 0.15 | A | 0.15 | A | 0.00 | |
| 572 | Modjeska/“A” St & Irvine Blvd | S | 0.32 | A | 0.68 | B | 0.36 | | 0.44 | A | 0.58 | A | 0.14 | |
| 800 | “A-02” St/“LQ” St & Irvine Blvd | S | 0.00 | A | 0.36 | A | 0.36 | | 0.00 | A | 0.38 | A | 0.12 | |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout

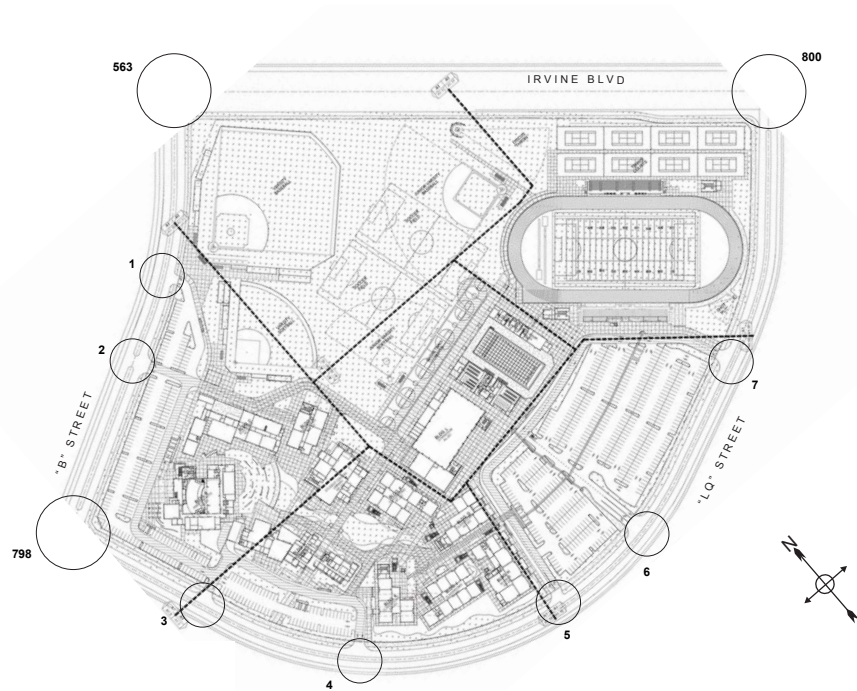
Table 6-6 Year 2013 (2012 Modified Project Option 2) Peak Hour Intersection LOS – With Project

| Intersection | Control ¹ | AM Peak Hour | | | | | | | PM Peak Hour | | | | | |
|--------------|--------------------------------|--------------|------|--------------|------|---------------|--------|------------|--------------|--------------|------|---------------|--------|--|
| | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact | |
| | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | | |
| 1 | "B" St & Driveway 1 | U | 0.00 | A | 0.02 | A | 0.02 | | 0.00 | A | 0.01 | A | 0.01 | |
| 2 | "B" St & Driveway 2 | U | 0.00 | A | 0.08 | A | 0.08 | | 0.00 | A | 0.02 | A | 0.02 | |
| 3 | Driveway 3 & "LQ" St | U | 0.00 | A | 0.04 | A | 0.04 | | 0.00 | A | 0.02 | A | 0.02 | |
| 4 | Driveway 4 & "LQ" St | U | 0.00 | A | 0.05 | A | 0.05 | | 0.00 | A | 0.01 | A | 0.01 | |
| 5 | "LQ" St & Driveway 5 | U | 0.00 | A | 0.07 | A | 0.07 | | 0.00 | A | 0.03 | A | 0.03 | |
| 6 | "LQ" St & Driveway 6 | U | 0.00 | A | 0.19 | A | 0.19 | | 0.00 | A | 0.08 | A | 0.08 | |
| 7 | "LQ" St & Driveway 7 | U | 0.00 | A | 0.00 | A | 0.00 | | 0.00 | A | 0.00 | A | 0.00 | |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.38 | A | 0.38 | A | 0.00 | | 0.35 | A | 0.35 | A | 0.00 | |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.47 | A | 0.48 | A | 0.00 | | 0.55 | A | 0.55 | A | 0.00 | |
| 284 | Jeffrey Rd & Bryan Av | S | 0.46 | A | 0.46 | A | 0.00 | | 0.38 | A | 0.38 | A | 0.00 | |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.45 | A | 0.45 | A | 0.00 | | 0.43 | A | 0.43 | A | 0.00 | |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.26 | A | 0.27 | A | 0.00 | | 0.29 | A | 0.29 | A | 0.00 | |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.51 | A | 0.56 | A | 0.05 | | 0.50 | A | 0.51 | A | 0.01 | |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.39 | A | 0.43 | A | 0.04 | | 0.38 | A | 0.38 | A | 0.01 | |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.69 | B | 0.70 | B | 0.00 | | 0.84 | D | 0.85 | D | 0.01 | |
| 304 | Sand Canyon Av & Marine Way | S | 0.59 | A | 0.59 | A | 0.00 | | 0.61 | B | 0.61 | B | 0.00 | |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 0.76 | C | 0.76 | C | 0.00 | | 1.02 | F | 1.02 | F | 0.00 | |
| 444 | Sand Canyon Av & Burt Rd | S | 0.67 | B | 0.68 | B | 0.00 | | 0.57 | A | 0.57 | A | 0.00 | |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.29 | A | 0.29 | A | 0.00 | | 0.29 | A | 0.29 | A | 0.00 | |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.46 | A | 0.57 | A | 0.11 | | 0.44 | A | 0.46 | A | 0.02 | |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.47 | A | 0.61 | B | 0.15 | | 0.62 | B | 0.65 | B | 0.03 | |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.46 | A | 0.47 | A | 0.01 | | 0.49 | A | 0.50 | A | 0.01 | |
| 339 | Alton Pkwy & Toledo Way | S | 0.38 | A | 0.39 | A | 0.00 | | 0.36 | A | 0.36 | A | 0.00 | |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.37 | A | 0.37 | A | 0.01 | | 0.35 | A | 0.35 | A | 0.00 | |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.45 | A | 0.46 | A | 0.01 | | 0.57 | A | 0.57 | A | 0.00 | |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.46 | A | 0.57 | A | 0.11 | | 0.44 | A | 0.46 | A | 0.02 | |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.47 | A | 0.61 | B | 0.15 | | 0.62 | B | 0.65 | B | 0.03 | |

| Intersection | | Control ¹ | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|--------------|---------------------------------|----------------------|--------------|-----|--------------|-----|---------------|--------|--------------|-----|--------------|-----|---------------|--------|
| | | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact |
| | | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | |
| 556 | Ridge Valley & Portola Pkwy | S | 0.35 | A | 0.35 | A | 0.00 | | 0.25 | A | 0.25 | A | 0.00 | |
| 563 | "B" St & Irvine Blvd | S | 0.00 | A | 0.44 | A | 0.34 | | 0.00 | A | 0.40 | A | 0.10 | |
| 571 | Portola Springs & Portola Pkwy | S | 0.18 | A | 0.18 | A | 0.01 | | 0.15 | A | 0.15 | A | 0.00 | |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.32 | A | 0.68 | B | 0.36 | | 0.44 | A | 0.58 | A | 0.14 | |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.00 | A | 0.36 | A | 0.18 | | 0.00 | A | 0.38 | A | 0.08 | |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout

Figure 6.1 Year 2013 Peak Hour Volumes – 2011 Approved Project – With Project



| | | | |
|--|--|---|---|
| <p>N/S Street: "B" St E/W Street: Driveway 1</p> <p>223/48 0/0 ↓ 0/0 0/0 ↓ 17/9 0/0 → ① ← 0/0 0/0 ↓ 0/0 0/0 ↑ 157/81</p> | <p>N/S Street: Sand Canyon Ave E/W Street: Driveway 2</p> <p>111/24 0/0 ↓ 111/24 0/0 ↓ 17/9 0/0 → ② ← 0/0 0/0 ↓ 0/0 0/0 ↑ 140/72</p> | <p>N/S Street: Driveway 3 E/W Street: "LQ" St</p> <p>0/0 35/18 ↓ 0/0 37/8 ↓ 37/8 74/16 → ③ ← 105/54 0/0 ↓ 0/0 0/0 ↑ 0/0</p> | <p>N/S Street: Driveway 4 E/W Street: "LQ" St</p> <p>0/0 17/9 ↓ 17/9 74/16 ↓ 34/8 0/0 → ④ ← 124/53 0/0 ↓ 0/0 0/0 ↑ 0/0</p> |
| <p>N/S Street: "LQ" St E/W Street: Driveway 5</p> <p>92/25 0/0 ↓ 0/0 0/0 ↓ 0/0 0/0 → ⑤ ← 0/0 70/36 ↓ 0/0 0/0 ↑ 17/9</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 6</p> <p>74/16 186/40 ↓ 0/0 157/81 ↓ 0/0 0/0 → ⑥ ← 0/0 17/9 ↓ 0/0 0/0 ↑ 17/9</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 7</p> <p>260/56 260/56 ↓ 0/0 0/0 ↓ 0/0 0/0 → ⑦ ← 0/0 0/0 ↓ 0/0 0/0 ↑ 175/90</p> | <p>N/S Street: "B" St E/W Street: Irvine Blvd</p> <p>0/0 0/0 ↓ 0/0 0/0 ↓ 0/0 1467/821 → ⑧ ← 1032/1512 215/41 ↓ 7/6 161/86 ↑ 14/4 0/0</p> |
| <p>N/S Street: "Z" St E/W Street: "LQ" St</p> <p>⑧78 <i>HF/GPN Proposed Future Intersection</i></p> | <p>N/S Street: "Z" St E/W Street: Irvine Blvd</p> <p>⑧90 <i>HF/GPN Proposed Future Intersection</i></p> | <p>N/S Street: "B" St E/W Street: "LQ" St</p> <p>⑧98 <i>HF/GPN Proposed Future Intersection</i></p> | <p>N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd</p> <p>22/3 0/0 ↓ 0/0 0/0 ↓ 0/0 1013/723 → ⑧00 ← 885/1439 468/102 ↓ 30/6 154/79 ↑ 14/5 7/5</p> |
| <p>N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd</p> <p>④86 <i>HF/GPN Proposed Future Intersection</i></p> | <p>N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd</p> <p>④87 <i>HF/GPN Proposed Future Intersection</i></p> | | |

LEGEND

- Study Intersection - Signalized
- Study Intersection - Unsignalized
- Study Intersection - Roundabout
- # Study Intersection Number
- ## Turning Movement Volume
- ## AM Peak Hour/PM Peak Hour

Figure 6.1 Year 2013 Peak Hour Volumes – 2011 Approved Project – With Project

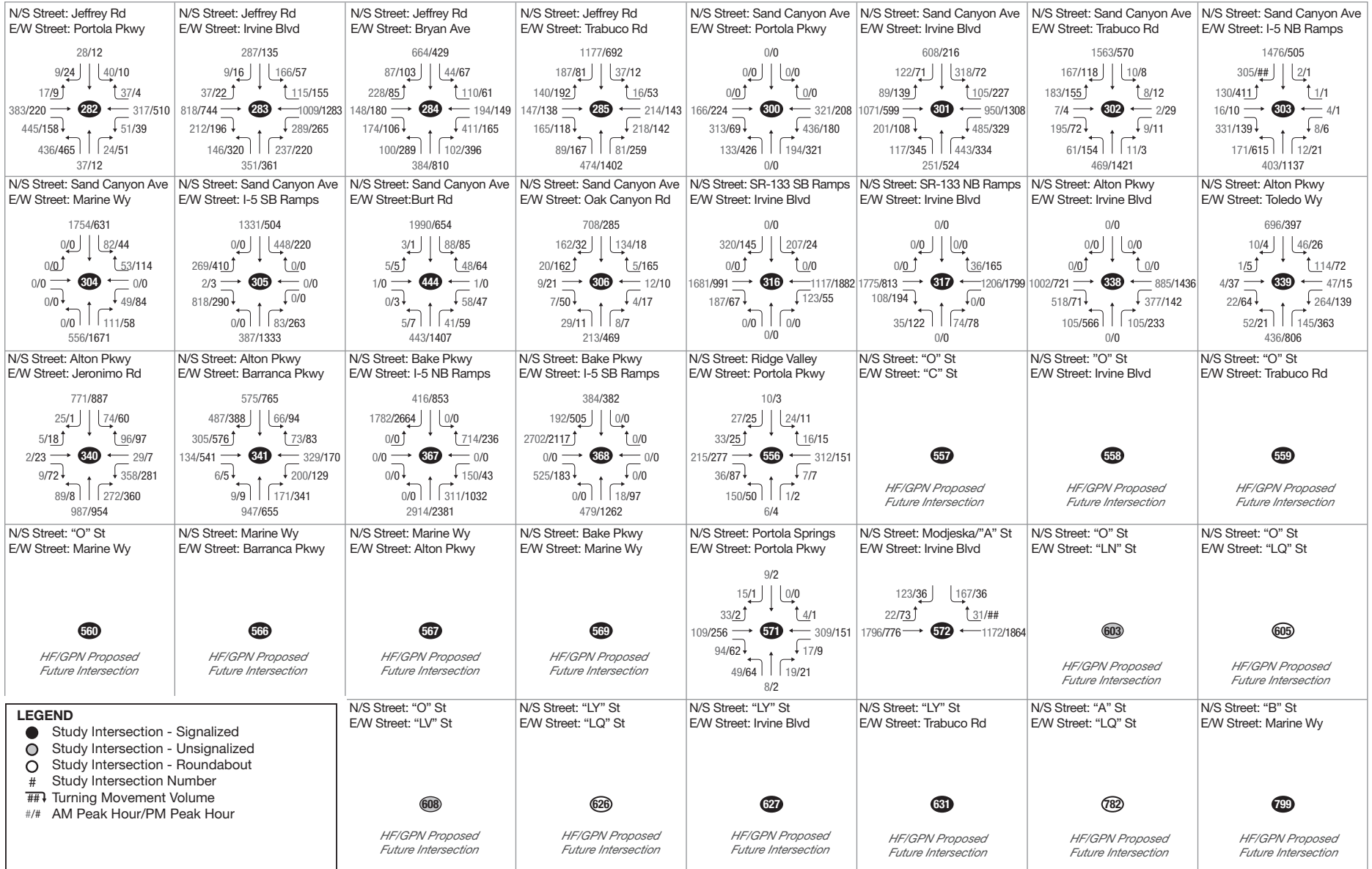
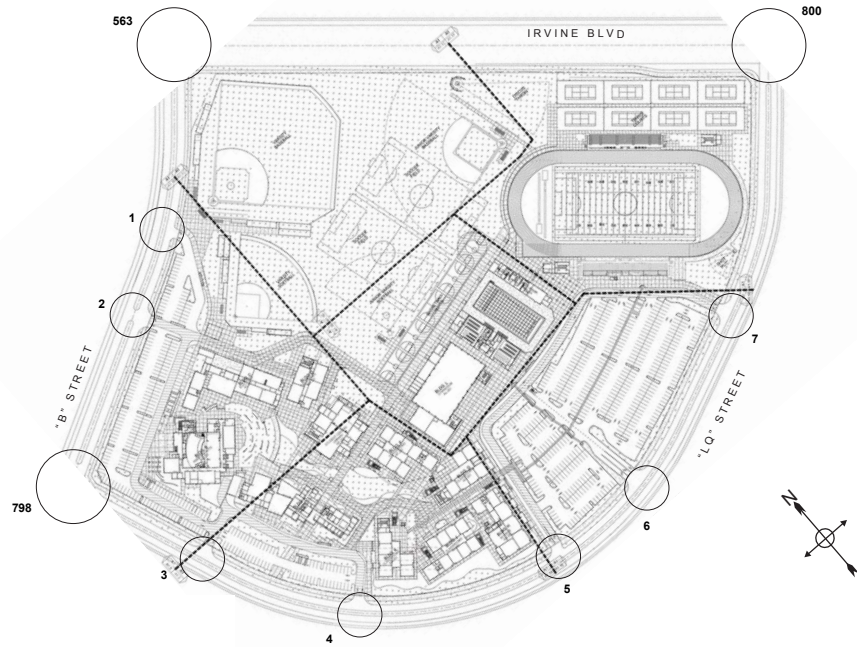


Figure 6.2 Year 2013 Peak Hour Volumes – 2012 Modified Project Options 1 – With Project



| | | | |
|---|---|---|---|
| <p>N/S Street: "B" St E/W Street: Driveway 1</p> <p>223/223 0/0 ↓ 0/0 0/0 → 1 ← 0/0 0/0 ↓ 0/0 157/157</p> | <p>N/S Street: Sand Canyon Ave E/W Street: Driveway 2</p> <p>111/24 0/0 ↓ 111/24 0/0 → 2 ← 0/0 0/0 ↓ 0/0 140/72</p> | <p>N/S Street: Driveway 3 E/W Street: "LQ" St</p> <p>0/0 35/18 ↓ 0/0 37/8 → 3 ← 37/8 74/16 → 105/54 0/0 ↓ 0/0 0/0</p> | <p>N/S Street: Driveway 4 E/W Street: "LQ" St</p> <p>0/0 17/9 ↓ 17/9 74/16 → 4 ← 37/8 0/0 → 124/53 0/0 ↓ 0/0 0/0</p> |
| <p>N/S Street: "LQ" St E/W Street: Driveway 5</p> <p>92/25 0/0 ↓ 0/0 0/0 → 5 ← 0/0 70/36 0/0 ↓ 0/0 17/9</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 6</p> <p>74/16 186/40 ↓ 0/0 157/81 → 6 ← 0/0 0/0 → 0/0 17/9 ↓ 0/0 17/9</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 7</p> <p>260/56 260/56 ↓ 0/0 0/0 → 7 ← 0/0 0/0 → 0/0 0/0 ↓ 0/0 175/90</p> | <p>N/S Street: "B" St E/W Street: Irvine Blvd</p> <p>0/0 0/0 ↓ 0/0 0/0 → 563 ← 0/0 1467/821 → 1032/1512 215/41 ↓ 7/0 161/86 → 14/4 0/0</p> |
| <p>N/S Street: "Z" St E/W Street: "LQ" St</p> <p style="text-align: center;">787</p> <p><i>HF/GPN Proposed Future Intersection</i></p> | <p>N/S Street: "Z" St E/W Street: Irvine Blvd</p> <p style="text-align: center;">790</p> <p><i>HF/GPN Proposed Future Intersection</i></p> | <p>N/S Street: "B" St E/W Street: "LQ" St</p> <p style="text-align: center;">798</p> <p><i>HF/GPN Proposed Future Intersection</i></p> | <p>N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd</p> <p>22/3 0/0 ↓ 0/0 0/0 → 800 ← 885/1439 1013/723 → 30/0 468/102 ↓ 14/5 154/79 → 7/5</p> |
| <p>N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd</p> <p style="text-align: center;">486</p> <p><i>HF/GPN Proposed Future Intersection</i></p> | <p>N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd</p> <p style="text-align: center;">487</p> <p><i>HF/GPN Proposed Future Intersection</i></p> | | |

| LEGEND | |
|--------|-----------------------------------|
| ● | Study Intersection - Signalized |
| ○ | Study Intersection - Unsignalized |
| ○ | Study Intersection - Roundabout |
| # | Study Intersection Number |
| ## | Turning Movement Volume |
| ## | AM Peak Hour/PM Peak Hour |

Figure 6.2 Year 2013 Peak Hour Volumes – 2012 Modified Project Options 1 – With Project

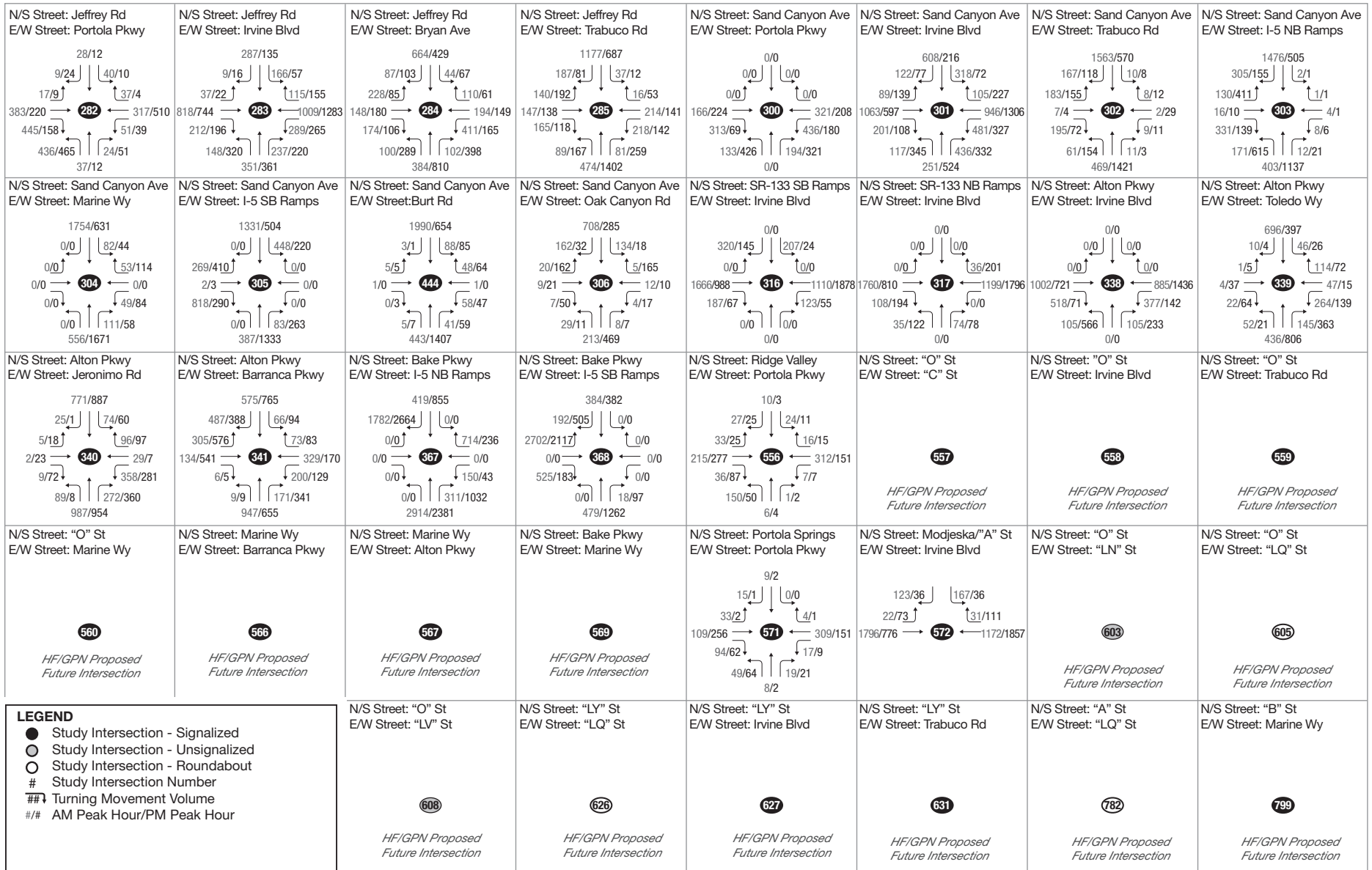
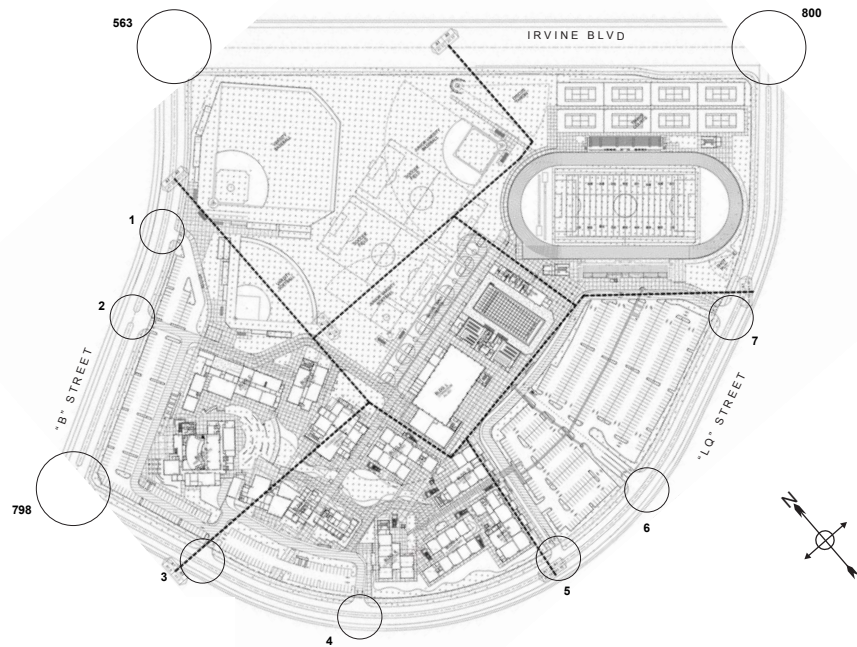


Figure 6.3 Year 2013 Peak Hour Volumes – 2012 Modified Project Options 2 – With Project

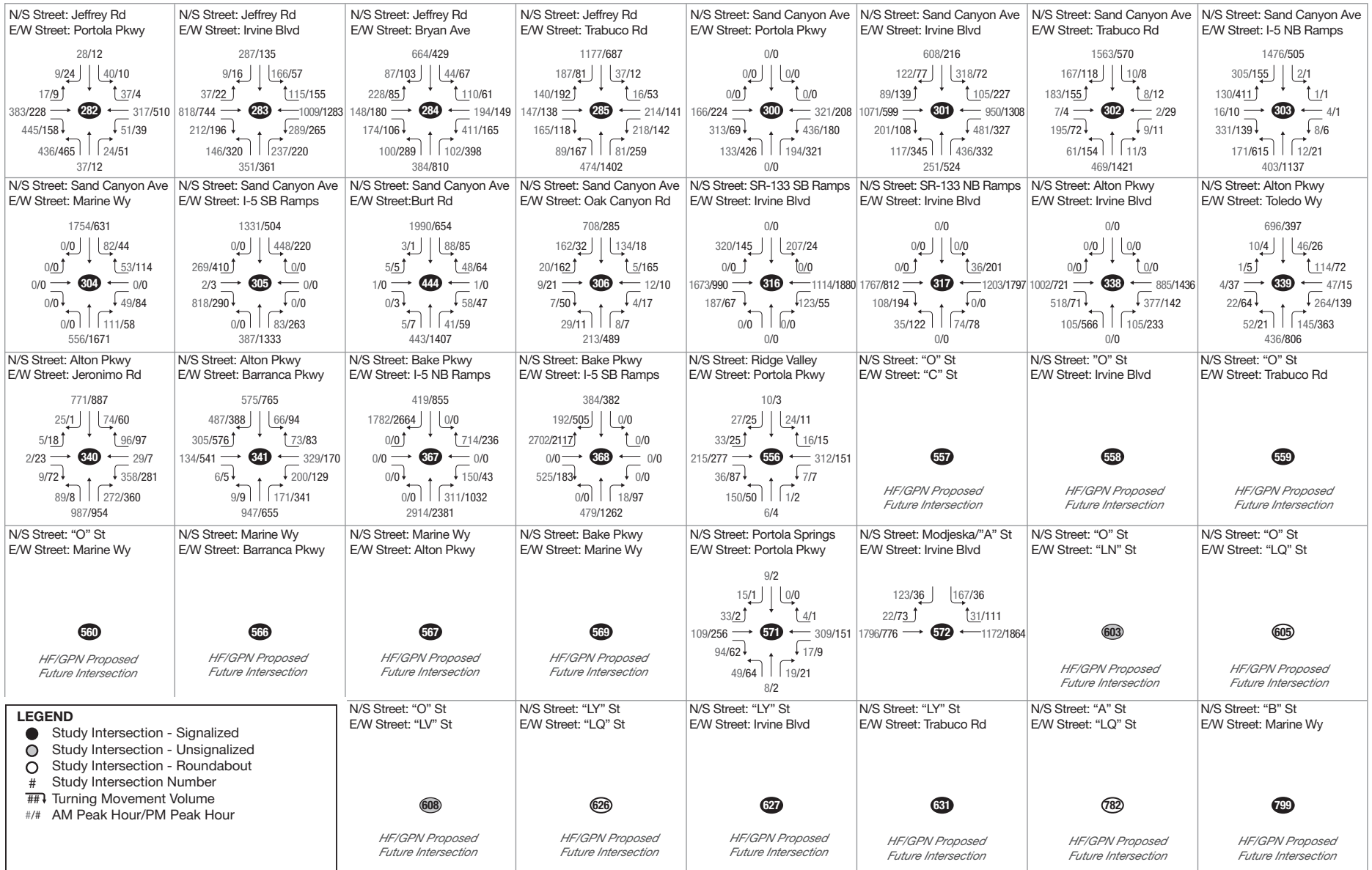


| | | | |
|---|---|---|--|
| <p>N/S Street: "B" St E/W Street: Driveway 1</p> <p>223/48 0/0 ↓ 0/0 0/0 ↑ 17/9 0/0 → ① ← 0/0 0/0 ↓ 0/0 157/81</p> | <p>N/S Street: Sand Canyon Ave E/W Street: Driveway 2</p> <p>111/24 0/0 ↓ 111/24 0/0 ↑ 17/9 0/0 → ② ← 0/0 0/0 ↓ 0/0 140/72</p> | <p>N/S Street: Driveway 3 E/W Street: "LQ" St</p> <p>0/0 35/18 ↓ 0/0 37/8 ↑ 37/8 74/16 → ③ ← 105/54 0/0 ↓ 0/0 0/0 ↑ 0/0</p> | <p>N/S Street: Driveway 4 E/W Street: "LQ" St</p> <p>111/0 0/9 ↓ 111/9 0/16 ↑ 17/8 0/0 → ④ ← 0/53 0/0 ↓ 0/0 140/0</p> |
| <p>N/S Street: "LQ" St E/W Street: Driveway 5</p> <p>92/25 0/0 ↓ 0/0 0/0 ↑ 0/0 0/0 → ⑤ ← 0/0 70/36 ↓ 0/0 17/9</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 6</p> <p>74/16 186/40 ↓ 0/0 157/81 ↑ 0/0 0/0 → ⑥ ← 0/0 17/9 ↓ 0/0 17/9</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 7</p> <p>260/56 260/56 ↓ 0/0 0/0 ↑ 0/0 0/0 → ⑦ ← 0/0 0/0 ↓ 0/0 175/90</p> | <p>N/S Street: "B" St E/W Street: Irvine Blvd</p> <p>0/0 0/0 ↓ 0/0 0/0 ↑ 0/0 1467/821 → ⑧ ← 032/1512 215/41 ↓ 7/6 161/86 ↑ 14/4 0/0</p> |
| <p>N/S Street: "Z" St E/W Street: "LQ" St</p> <p style="text-align: center;">⑧787</p> <p style="text-align: center;"><i>HF/GPN Proposed Future Intersection</i></p> | <p>N/S Street: "Z" St E/W Street: Irvine Blvd</p> <p style="text-align: center;">⑧790</p> | <p>N/S Street: "B" St E/W Street: "LQ" St</p> <p style="text-align: center;">⑧798</p> <p style="text-align: center;"><i>HF/GPN Proposed Future Intersection</i></p> | <p>N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd</p> <p style="text-align: center;">⑧800</p> <p style="text-align: center;"><i>HF/GPN Proposed Future Intersection</i></p> |
| <p>N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd</p> <p style="text-align: center;">⑧486</p> <p style="text-align: center;"><i>HF/GPN Proposed Future Intersection</i></p> | <p>N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd</p> <p style="text-align: center;">⑧487</p> <p style="text-align: center;"><i>HF/GPN Proposed Future Intersection</i></p> | | |

LEGEND

- Study Intersection - Signalized
- Study Intersection - Unsignalized
- Study Intersection - Roundabout
- # Study Intersection Number
- ## Turning Movement Volume
- ## AM Peak Hour/PM Peak Hour

Figure 6.3 Year 2013 Peak Hour Volumes – 2012 Modified Project Options 2 – With Project



7. Future Conditions With Proposed Project

The forecast year 2017, 2035, and post-2035 intersection volumes with project generated trips and the corresponding level of service analysis results are presented in this section.

7.1 PROJECTED TRAFFIC AND LOS

7.1.1 Year 2017

Year 2017 With Project (2011 Approved Project) ADT volumes on study area arterials are listed in Table 7-1. The following segment(s) are forecast to operate at unacceptable levels of service:

- Irvine Boulevard: "LQ" Street to Alton Parkway – LOS E

Year 2017 With Project for the 2012 Modified Project Options 1 and 2 ADT volumes are shown in Tables 7-2 and 7-3. Deficient segment locations for the 2012 Modified Project Options 1 and 2 scenarios include:

- Irvine Boulevard: "B" Street to "LQ" Street – LOS F
- Irvine Boulevard: "LQ" Street to Alton Parkway - LOS F

Year 2017 with project (2011 Approved Project) intersection volumes are shown in Figure 7.1. Figures 7.2 and 7.3 show the 2017 - 2012 Modified Project Option 1 and 2, respectively. A summary of the level of service intersection analysis results for the 2017 with project (2011 Approved Project) condition is included in Table 7-4. Table 7-5 includes a summary of the 2017 (2012 Modified Project Option 1) with project, and Table 7-6 includes the 2017 (2012 Modified Project Option 2) with project analysis summary results.

Year 2017 (2011 Approved Project) With Project deficient intersection locations:

- Sand Canyon Avenue and Southbound I-5 Ramps (#305) – LOS E, AM
- Sand Canyon Avenue and Oak Canyon Road (#306) - LOS E PM

Year 2017 (2012 Modified Project Option 1) With Project deficient intersection location:

- Sand Canyon Avenue and Southbound I-5 Ramps (#305) – LOS E, AM
- Sand Canyon Avenue and Oak Canyon Road (#306) - LOS F, PM

Year 2017 (2012 Modified Project Option 2) With Project deficient intersection locations:

- Sand Canyon Avenue and Southbound I-5 Ramps (#305) – LOS E, AM
- Sand Canyon Avenue and Oak Canyon Road (#306) - LOS F, PM

Table 7-1 Year 2017 (2011 Approved Project) Arterial Level of Service

| # | Street Name | Limits | Lanes ¹ | Capacity | 2017 NP ADT | | | 2017 WP ADT | | |
|----|----------------|--------------------------------|--------------------|----------|-------------|------|-----|-------------|------|-----|
| | | | | | ADT | V/C | LOS | ADT | V/C | LOS |
| 1 | Jeffrey Rd | Irvine Blvd to Bryan Av | 6D | 54,000 | 27,577 | 0.51 | A | 27,707 | 0.51 | A |
| 2 | Sand Canyon Av | Portola Pkwy to Irvine Blvd | 4D | 32,000 | 23,241 | 0.73 | C | 23,511 | 0.73 | C |
| 3 | Sand Canyon Av | Irvine Blvd to Trabuco Rd | 6D | 54,000 | 26,882 | 0.50 | A | 28,392 | 0.53 | A |
| 4 | Sand Canyon Av | Trabuco Rd to Marine Way | 8D | 72,000 | 57,434 | 0.80 | C | 57,564 | 0.80 | C |
| 5 | Sand Canyon Av | Marine Way to Oak Canyon Rd | 6D | 54,000 | 45,563 | 0.84 | D | 45,603 | 0.84 | D |
| 6 | Alton Pkwy | Irvine Blvd to Toledo Wy | 6D | 54,000 | 29,172 | 0.54 | A | 29,392 | 0.54 | A |
| 7 | Alton Pkwy | Toledo Wy to Jeronimo Rd | 6D | 54,000 | 32,546 | 0.60 | A | 32,766 | 0.61 | B |
| 8 | Alton Pkwy | Jeronimo Rd to Barranca Pkwy | 6D | 54,000 | 38,528 | 0.71 | C | 38,748 | 0.72 | C |
| 9 | Portola Pkwy | Jeffrey Rd to Sand Canyon Av | 4D | 32,000 | 19,182 | 0.60 | A | 19,222 | 0.60 | A |
| 10 | Portola Pkwy | Sand Canyon Av to Ridge Valley | 4D | 32,000 | 15,961 | 0.50 | A | 16,001 | 0.50 | A |
| 11 | Portola Pkwy | Ridge Valley to Modjeska | 4D | 32,000 | 17,239 | 0.54 | A | 17,419 | 0.54 | A |
| 12 | Irvine Blvd | Jeffrey Rd to Sand Canyon Av | 6D | 54,000 | 31,830 | 0.59 | A | 32,900 | 0.61 | B |
| 13 | Irvine Blvd | Sand Canyon Av to SR-133 Fwy | 6D | 54,000 | 36,370 | 0.67 | B | 39,220 | 0.73 | C |
| 14 | Irvine Blvd | SR-133 Fwy to Ridge Valley | 6D | 54,000 | 33,507 | 0.62 | B | 36,437 | 0.67 | B |
| 15 | Irvine Blvd | Ridge Valley to "LY" St | 5D | 42,000 | 25,675 | 0.61 | B | 28,965 | 0.69 | B |
| 16 | Irvine Blvd | "LY" St to "Z" St | 6D | 54,000 | 30,194 | 0.56 | A | 34,104 | 0.63 | B |
| 17 | Irvine Blvd | "Z" St to "B" St | 6D | 54,000 | 32,117 | 0.59 | A | 36,207 | 0.67 | B |
| 18 | Irvine Blvd | "B" St to "LQ" St | 5D | 42,000 | 34,152 | 0.81 | D | 36,602 | 0.87 | D |
| 19 | Irvine Blvd | "LQ" St to Alton Pkwy | 5D | 42,000 | 38,886 | 0.93 | E | 39,106 | 0.93 | E |
| 20 | Trabuco Rd | Jeffrey Rd to Sand Canyon Av | 4D | 32,000 | 14,959 | 0.47 | A | 15,629 | 0.49 | A |
| 21 | Trabuco Rd | Sand Canyon Av to SR-133 Fwy | 4D | 32,000 | 17,485 | 0.55 | A | 17,485 | 0.55 | A |
| 22 | Trabuco Rd | SR-133 Fwy to "O" St | 4D | 32,000 | 17,178 | 0.54 | A | 17,178 | 0.54 | A |
| 23 | "O" St | Portola Pkwy to Irvine Blvd | 4D | 32,000 | 8,824 | 0.28 | A | 9,094 | 0.28 | A |
| 24 | "O" St | Irvine Blvd to "C" St | 4D | 32,000 | 11,411 | 0.36 | A | 11,451 | 0.36 | A |
| 25 | "O" St | "C" St to "LN" St | 4D | 32,000 | 11,411 | 0.36 | A | 11,451 | 0.36 | A |
| 26 | "O" St | "LN" St to "LQ" St | 4D | 32,000 | 6,503 | 0.20 | A | 6,543 | 0.20 | A |
| 27 | "O" St | "LQ" St to Trabuco Rd | 4D | 32,000 | 8,241 | 0.26 | A | 8,281 | 0.26 | A |
| 28 | "O" St | Trabuco Rd to "LV" St | 4D | 32,000 | - | - | A | - | - | A |

| # | Street Name | Limits | Lanes ¹ | Capacity | 2017 NP ADT | | | 2017 WP ADT | | |
|----|-------------|------------------------|--------------------|----------|-------------|------|-----|-------------|------|-----|
| | | | | | ADT | V/C | LOS | ADT | V/C | LOS |
| 29 | "B" St | Irvine Blvd to "LQ" St | 2D | 13,000 | - | - | A | - | - | A |
| 30 | "B" St | "LQ" St to Marine Wy | 2D | 13,000 | - | - | A | - | - | A |
| 31 | "LQ" St | "O" St to "C" St | 2D | 13,000 | 3,579 | 0.28 | A | 3,579 | 0.28 | A |
| 32 | "LQ" St | "C" St to "LY" St | 2D | 13,000 | 4,499 | 0.35 | A | 4,499 | 0.35 | A |
| 33 | "LQ" St | "LY" St to "A" St | 2D | 13,000 | 4,550 | 0.35 | A | 4,550 | 0.35 | A |
| 34 | "LQ" St | "A" St to "Z" St | 2D | 13,000 | 3,016 | 0.23 | A | 3,016 | 0.23 | A |
| 35 | "LQ" St | "Z" St to "B" St | 2D | 13,000 | - | - | A | - | - | A |
| 36 | "LQ" St | "B" St to Irvine Blvd | 2D | 13,000 | - | - | A | - | - | A |

1. Number of lanes based on Exhibit 4-6 of the Heritage Fields Project 2012 – GPA/ZC Traffic Study, 2015 Circulation System, East Study Area

Table 7-2 Year 2017 (2012 Modified Project Option 1) Arterial Level of Service

| # | Street Name | Limits | Lanes ¹ | Capacity | 2017 NP ADT | | | 2017 WP ADT | | |
|----|----------------|--------------------------------|--------------------|----------|-------------|------|-----|-------------|------|-----|
| | | | | | ADT | V/C | LOS | ADT | V/C | LOS |
| 1 | Jeffrey Rd | Irvine Blvd to Bryan Av | 6D | 54,000 | 26,248 | 0.49 | A | 26,378 | 0.49 | A |
| 2 | Sand Canyon Av | Portola Pkwy to Irvine Blvd | 4D | 32,000 | 21,094 | 0.66 | B | 21,364 | 0.67 | B |
| 3 | Sand Canyon Av | Irvine Blvd to Trabuco Rd | 6D | 54,000 | 25,031 | 0.46 | A | 26,501 | 0.49 | A |
| 4 | Sand Canyon Av | Trabuco Rd to Marine Way | 8D | 72,000 | 58,559 | 0.81 | D | 58,689 | 0.82 | D |
| 5 | Sand Canyon Av | Marine Way to Oak Canyon Rd | 6D | 54,000 | 45,307 | 0.84 | D | 45,347 | 0.84 | D |
| 6 | Alton Pkwy | Irvine Blvd to Toledo Wy | 6D | 54,000 | 28,814 | 0.53 | A | 29,034 | 0.54 | A |
| 7 | Alton Pkwy | Toledo Wy to Jeronimo Rd | 6D | 54,000 | 32,495 | 0.60 | A | 32,715 | 0.61 | B |
| 8 | Alton Pkwy | Jeronimo Rd to Barranca Pkwy | 6D | 54,000 | 38,937 | 0.72 | C | 39,157 | 0.73 | C |
| 9 | Portola Pkwy | Jeffrey Rd to Sand Canyon Av | 4D | 32,000 | 19,489 | 0.61 | B | 19,529 | 0.61 | B |
| 10 | Portola Pkwy | Sand Canyon Av to Ridge Valley | 4D | 32,000 | 18,875 | 0.59 | A | 18,915 | 0.59 | A |
| 11 | Portola Pkwy | Ridge Valley to Modjeska | 4D | 32,000 | 19,182 | 0.60 | A | 19,362 | 0.61 | B |
| 12 | Irvine Blvd | Jeffrey Rd to Sand Canyon Av | 6D | 54,000 | 30,961 | 0.57 | A | 31,981 | 0.59 | A |
| 13 | Irvine Blvd | Sand Canyon Av to SR-133 Fwy | 6D | 54,000 | 34,264 | 0.63 | B | 37,024 | 0.69 | B |
| 14 | Irvine Blvd | SR-133 Fwy to Ridge Valley | 6D | 54,000 | 36,861 | 0.68 | B | 39,711 | 0.74 | C |
| 15 | Irvine Blvd | Ridge Valley to "LY" St | 5D | 42,000 | 30,624 | 0.73 | C | 33,874 | 0.81 | D |

| # | Street Name | Limits | Lanes ¹ | Capacity | 2017 NP ADT | | | 2017 WP ADT | | |
|----|-------------|------------------------------|--------------------|----------|-------------|------|-----|-------------|------|-----|
| | | | | | ADT | V/C | LOS | ADT | V/C | LOS |
| 16 | Irvine Blvd | "LY" St to "Z" St | 6D | 54,000 | 34,642 | 0.64 | B | 38,552 | 0.71 | B |
| 17 | Irvine Blvd | "Z" St to "B" St | 6D | 54,000 | 39,458 | 0.73 | C | 43,548 | 0.81 | D |
| 18 | Irvine Blvd | "B" St to "LQ" St | 5D | 42,000 | 41,309 | 0.98 | E | 43,759 | 1.04 | F |
| 19 | Irvine Blvd | "LQ" St to Alton Pkwy | 5D | 42,000 | 45,634 | 1.09 | F | 45,854 | 1.09 | F |
| 20 | Trabuco Rd | Jeffrey Rd to Sand Canyon Av | 4D | 32,000 | 16,288 | 0.51 | A | 16,958 | 0.53 | A |
| 21 | Trabuco Rd | Sand Canyon Av to SR-133 Fwy | 4D | 32,000 | 23,518 | 0.73 | C | 23,518 | 0.73 | C |
| 22 | Trabuco Rd | SR-133 Fwy to "O" St | 4D | 32,000 | 23,518 | 0.73 | C | 23,518 | 0.73 | C |
| 23 | "O" St | Portola Pkwy to Irvine Blvd | 4D | 32,000 | 10,665 | 0.33 | A | 10,935 | 0.34 | A |
| 24 | "O" St | Irvine Blvd to "C" St | 4D | 32,000 | 9,683 | 0.30 | A | 9,813 | 0.31 | A |
| 25 | "O" St | "C" St to "LN" St | 4D | 32,000 | 6,554 | 0.20 | A | 6,644 | 0.21 | A |
| 26 | "O" St | "LN" St to "LQ" St | 4D | 32,000 | 9,315 | 0.29 | A | 9,405 | 0.29 | A |
| 27 | "O" St | "LQ" St to Trabuco Rd | 4D | 32,000 | 12,740 | 0.40 | A | 12,830 | 0.40 | A |
| 28 | "O" St | Trabuco Rd to "LV" St | 4D | 32,000 | 4,356 | 0.14 | A | 4,396 | 0.14 | A |
| 29 | "B" St | Irvine Blvd to "LQ" St | 2D | 13,000 | - | - | A | - | - | A |
| 30 | "B" St | "LQ" St to Marine Wy | 2D | 13,000 | - | - | A | - | - | A |
| 31 | "LQ" St | "O" St to "C" St | 2D | 13,000 | 4,806 | 0.37 | A | 4,806 | 0.37 | A |
| 32 | "LQ" St | "C" St to "LY" St | 2D | 13,000 | 5,419 | 0.42 | A | 5,419 | 0.42 | A |
| 33 | "LQ" St | "LY" St to "A" St | 2D | 13,000 | 5,061 | 0.39 | A | 5,061 | 0.39 | A |
| 34 | "LQ" St | "A" St to "Z" St | 2D | 13,000 | 3,323 | 0.26 | A | 3,323 | 0.26 | A |
| 35 | "LQ" St | "Z" St to "B" St | 2D | 13,000 | - | - | A | - | - | A |
| 36 | "LQ" St | "B" St to Irvine Blvd | 2D | 13,000 | - | - | A | - | - | A |

1. Number of lanes based on Exhibit 4-6 of the Heritage Fields Project 2012 – GPA/ZC Traffic Study, 2015 Circulation System, East Study Area

Table 7-3 Year 2017 (2012 Modified Project Option 2) Arterial Level of Service

| # | Street Name | Limits | Lanes ¹ | Capacity | 2017 NP ADT | | | 2017 WP ADT | | |
|---|-------------|-------------------------|--------------------|----------|-------------|------|-----|-------------|------|-----|
| | | | | | ADT | V/C | LOS | ADT | V/C | LOS |
| 1 | Jeffrey Rd | Irvine Blvd to Bryan Av | 6D | 54,000 | 26,248 | 0.49 | A | 26,378 | 0.49 | A |

| # | Street Name | Limits | Lanes ¹ | Capacity | 2017 NP ADT | | | 2017 WP ADT | | |
|----|----------------|--------------------------------|--------------------|----------|-------------|------|-----|---------------|-------------|-----|
| | | | | | ADT | V/C | LOS | ADT | V/C | LOS |
| 2 | Sand Canyon Av | Portola Pkwy to Irvine Blvd | 4D | 32,000 | 21,094 | 0.66 | B | 21,364 | 0.67 | B |
| 3 | Sand Canyon Av | Irvine Blvd to Trabuco Rd | 6D | 54,000 | 24,990 | 0.46 | A | 26,500 | 0.49 | A |
| 4 | Sand Canyon Av | Trabuco Rd to Marine Way | 8D | 72,000 | 58,252 | 0.81 | D | 58,382 | 0.81 | D |
| 5 | Sand Canyon Av | Marine Way to Oak Canyon Rd | 6D | 54,000 | 45,358 | 0.84 | D | 45,398 | 0.84 | D |
| 6 | Alton Pkwy | Irvine Blvd to Toledo Wy | 6D | 54,000 | 28,814 | 0.53 | A | 29,034 | 0.54 | A |
| 7 | Alton Pkwy | Toledo Wy to Jeronimo Rd | 6D | 54,000 | 32,495 | 0.60 | A | 32,715 | 0.61 | B |
| 8 | Alton Pkwy | Jeronimo Rd to Barranca Pkwy | 6D | 54,000 | 38,937 | 0.72 | C | 39,157 | 0.73 | C |
| 9 | Portola Pkwy | Jeffrey Rd to Sand Canyon Av | 4D | 32,000 | 19,591 | 0.61 | B | 19,631 | 0.61 | B |
| 10 | Portola Pkwy | Sand Canyon Av to Ridge Valley | 4D | 32,000 | 17,802 | 0.56 | A | 17,842 | 0.56 | A |
| 11 | Portola Pkwy | Ridge Valley to Modjeska | 4D | 32,000 | 19,131 | 0.60 | A | 19,311 | 0.60 | A |
| 12 | Irvine Blvd | Jeffrey Rd to Sand Canyon Av | 6D | 54,000 | 30,961 | 0.57 | A | 31,981 | 0.59 | A |
| 13 | Irvine Blvd | Sand Canyon Av to SR-133 Fwy | 6D | 54,000 | 34,121 | 0.63 | B | 36,921 | 0.68 | B |
| 14 | Irvine Blvd | SR-133 Fwy to Ridge Valley | 6D | 54,000 | 36,718 | 0.68 | B | 39,608 | 0.73 | C |
| 15 | Irvine Blvd | Ridge Valley to "LY" St | 5D | 42,000 | 30,522 | 0.73 | C | 33,772 | 0.80 | C |
| 16 | Irvine Blvd | "LY" St to "Z" St | 6D | 54,000 | 34,898 | 0.65 | B | 38,808 | 0.72 | C |
| 17 | Irvine Blvd | "Z" St to "B" St | 6D | 54,000 | 39,274 | 0.73 | C | 43,364 | 0.80 | C |
| 18 | Irvine Blvd | "B" St to "LQ" St | 5D | 42,000 | 41,309 | 0.98 | E | 43,759 | 1.04 | F |
| 19 | Irvine Blvd | "LQ" St to Alton Pkwy | 5D | 42,000 | 45,634 | 1.09 | F | 45,854 | 1.09 | F |
| 20 | Trabuco Rd | Jeffrey Rd to Sand Canyon Av | 4D | 32,000 | 16,288 | 0.51 | A | 16,958 | 0.53 | A |
| 21 | Trabuco Rd | Sand Canyon Av to SR-133 Fwy | 4D | 32,000 | 23,415 | 0.73 | C | 23,415 | 0.73 | C |
| 22 | Trabuco Rd | SR-133 Fwy to "O" St | 4D | 32,000 | 23,415 | 0.73 | C | 23,415 | 0.73 | C |
| 23 | "O" St | Portola Pkwy to Irvine Blvd | 4D | 32,000 | 10,665 | 0.33 | A | 10,935 | 0.34 | A |
| 24 | "O" St | Irvine Blvd to "C" St | 4D | 32,000 | 9,417 | 0.29 | A | 9,507 | 0.30 | A |
| 25 | "O" St | "C" St to "LN" St | 4D | 32,000 | 5,583 | 0.17 | A | 5,623 | 0.18 | A |
| 26 | "O" St | "LN" St to "LQ" St | 4D | 32,000 | 8,344 | 0.26 | A | 8,384 | 0.26 | A |
| 27 | "O" St | "LQ" St to Trabuco Rd | 4D | 32,000 | 11,973 | 0.37 | A | 12,013 | 0.38 | A |
| 28 | "O" St | Trabuco Rd to "LV" St | 4D | 32,000 | 4,397 | 0.14 | A | 4,397 | 0.14 | A |
| 29 | "B" St | Irvine Blvd to "LQ" St | 2D | 13,000 | - | - | A | - | - | A |
| 30 | "B" St | "LQ" St to Marine Wy | 2D | 13,000 | - | - | A | - | - | A |

| # | Street Name | Limits | Lanes ¹ | Capacity | 2017 NP ADT | | | 2017 WP ADT | | |
|----|-------------|-----------------------|--------------------|----------|-------------|------|-----|-------------|------|-----|
| | | | | | ADT | V/C | LOS | ADT | V/C | LOS |
| 31 | "LQ" St | "O" St to "C" St | 2D | 13,000 | 3,579 | 0.28 | A | 3,579 | 0.28 | A |
| 32 | "LQ" St | "C" St to "LY" St | 2D | 13,000 | 5,113 | 0.39 | A | 5,113 | 0.39 | A |
| 33 | "LQ" St | "LY" St to "A" St | 2D | 13,000 | 4,908 | 0.38 | A | 4,908 | 0.38 | A |
| 34 | "LQ" St | "A" St to "Z" St | 2D | 13,000 | 3,221 | 0.25 | A | 3,221 | 0.25 | A |
| 35 | "LQ" St | "Z" St to "B" St | 2D | 13,000 | - | - | A | - | - | A |
| 36 | "LQ" St | "B" St to Irvine Blvd | 2D | 13,000 | - | - | A | - | - | A |

1. Number of lanes based on Exhibit 4-6 of the Heritage Fields Project 2012 – GPA/ZC Traffic Study, 2015 Circulation System, East Study Area

Consistent with City of Irvine traffic study guidelines, roadway segments with deficient LOS were further analyzed by examining peak hour levels of service. The resulting midblock peak hour V/C ratios for the arterial segments under year 2017 With Project conditions are summarized in Tables 7-4 to 7-6. As the summary table indicates, all arterial roadway segments are forecast to operate at acceptable levels of service during the peak hour, and none of the arterial segments exceed the adopted thresholds. No significant traffic impacts are identified.

Table 7-4 Year 2017 (2011 Approved Project) Peak Hour Arterial LOS Comparison

| Roadway | Limits | # of Lanes | Peak Hour Capacity | Refined ADT (WP) | Highest Peak Volumes (WP) | | Peak Hour V/C | Peak Hour LOS |
|------------------|-----------------------|------------|--------------------|------------------|---------------------------|---------|---------------|---------------|
| Irvine Boulevard | "LQ" St to Alton Pkwy | 5D | 3,200 | 39,106 | 2,600 | WB (PM) | 0.81 | D |

Table 7-5 Year 2017 (2011 Approved Project) Peak Hour Arterial LOS Comparison

| Roadway | Limits | # of Lanes | Peak Hour Capacity | Refined ADT (WP) | Highest Peak Volumes (WP) | | Peak Hour V/C | Peak Hour LOS |
|------------------|-----------------------|------------|--------------------|------------------|---------------------------|---------|---------------|---------------|
| Irvine Boulevard | "B" St to "LQ" St | 5D | 3,200 | 43,309 | 2,700 | EB (AM) | 0.84 | D |
| Irvine Boulevard | "LQ" St to Alton Pkwy | 5D | 3,200 | 45,854 | 2,600 | WB (PM) | 0.81 | D |

Table 7-6 Year 2017 (2011 Approved Project) Peak Hour Arterial LOS Comparison

| Roadway | Limits | # of Lanes | Peak Hour Capacity | Refined ADT (WP) | Highest Peak Volumes (WP) | | Peak Hour V/C | Peak Hour LOS |
|------------------|-----------------------|------------|--------------------|------------------|---------------------------|---------|---------------|---------------|
| Irvine Boulevard | "B" St to "LQ" St | 5D | 3,200 | 43,309 | 2,700 | EB (AM) | 0.84 | D |
| Irvine Boulevard | "LQ" St to Alton Pkwy | 5D | 3,200 | 45,854 | 2,600 | WB (PM) | 0.81 | D |

Table 7-7 Year 2017 (2011 Approved Project) Peak Hour Intersection LOS Comparison

| Intersection | Control ¹ | AM Peak Hour | | | | | | PM Peak Hour | | | | | | |
|--------------|-------------------------------|--------------|------|--------------|------|---------------|--------|--------------|------|--------------|------|---------------|--------|--|
| | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact | |
| | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | | |
| 1 | "B" St & Driveway 1 | U | n/a | n/a | 0.02 | A | 0.02 | | n/a | n/a | 0.01 | A | 0.01 | |
| 2 | "B" St & Driveway 2 | U | n/a | n/a | 0.18 | A | 0.18 | | n/a | n/a | 0.02 | A | 0.02 | |
| 3 | Driveway 3 & "LQ" St | U | n/a | n/a | 0.04 | A | 0.04 | | n/a | n/a | 0.02 | A | 0.02 | |
| 4 | Driveway 4 & "LQ" St | U | n/a | n/a | 0.05 | A | 0.05 | | n/a | n/a | 0.01 | A | 0.01 | |
| 5 | "LQ" St & Driveway 5 | U | n/a | n/a | 0.07 | A | 0.07 | | n/a | n/a | 0.03 | A | 0.03 | |
| 6 | "LQ" St & Driveway 6 | U | n/a | n/a | 0.19 | A | 0.19 | | n/a | n/a | 0.08 | A | 0.08 | |
| 7 | "LQ" St & Driveway 7 | U | n/a | n/a | 0.00 | A | 0.00 | | n/a | n/a | 0.00 | A | 0.00 | |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.58 | A | 0.58 | A | 0.00 | | 0.64 | B | 0.64 | B | 0.00 | |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.67 | B | 0.67 | B | 0.00 | | 0.68 | B | 0.68 | B | 0.00 | |
| 284 | Jeffrey Rd & Bryan Av | S | 0.65 | B | 0.65 | B | 0.00 | | 0.50 | A | 0.51 | A | 0.00 | |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.63 | B | 0.63 | B | 0.00 | | 0.64 | B | 0.64 | B | 0.00 | |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.36 | A | 0.36 | A | 0.00 | | 0.36 | A | 0.36 | A | 0.00 | |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.67 | B | 0.73 | C | 0.06 | | 0.62 | B | 0.63 | B | 0.01 | |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.70 | B | 0.74 | C | 0.04 | | 0.67 | B | 0.68 | B | 0.00 | |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.70 | B | 0.70 | C | 0.00 | | 0.66 | B | 0.66 | B | 0.00 | |

| Intersection | | Control ¹ | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|--------------|-----------------------------------|----------------------|--------------|-----|--------------|-----|---------------|--------|--------------|-----|--------------|-----|---------------|--------|
| | | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact |
| | | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | |
| 304 | Sand Canyon Av & Marine Way | S | 0.78 | C | 0.78 | C | 0.00 | | 0.76 | C | 0.76 | C | 0.00 | |
| 305 | Sand Canyon AveAv & I-5 SB Ramps | S | 0.93 | E | 0.93 | E | 0.00 | | 0.83 | D | 0.83 | D | 0.00 | |
| 444 | Sand Canyon Av & Burt Rd | S | 0.79 | C | 0.79 | C | 0.00 | | 0.62 | B | 0.62 | B | 0.00 | |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.67 | B | 0.67 | B | 0.00 | | 0.99 | E | 0.99 | E | 0.00 | |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.56 | A | 0.65 | B | 0.09 | | 0.54 | A | 0.56 | A | 0.02 | |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.68 | B | 0.85 | D | 0.17 | | 0.79 | C | 0.82 | D | 0.04 | |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.88 | D | 0.89 | D | 0.01 | | 0.81 | D | 0.81 | D | 0.00 | |
| 339 | Alton Pkwy & Toledo Way | S | 0.67 | B | 0.67 | B | 0.00 | | 0.60 | A | 0.60 | A | 0.00 | |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.69 | B | 0.69 | B | 0.00 | | 0.55 | A | 0.55 | A | 0.00 | |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.60 | A | 0.61 | B | 0.01 | | 0.70 | B | 0.70 | B | 0.00 | |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.94 | E | 0.94 | E | 0.00 | | 0.73 | C | 0.73 | C | 0.00 | |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.77 | C | 0.77 | C | 0.00 | | 0.90 | D | 0.90 | D | 0.00 | |
| 556 | Ridge Valley & Portola Pkwy | S | 0.52 | A | 0.52 | A | 0.00 | | 0.63 | B | 0.63 | B | 0.00 | |
| 557 | "O" St & "C" St | R | 0.31 | A | 0.31 | A | 0.00 | | 0.23 | A | 0.23 | A | 0.00 | |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.63 | B | 0.70 | B | 0.07 | | 0.84 | D | 0.88 | D | 0.04 | |
| 559 | "O" St & Trabuco Rd | S | 0.54 | A | 0.54 | A | 0.00 | | 0.45 | A | 0.45 | A | 0.00 | |
| 560 | "O" St & Marine Way | S | 0.29 | A | 0.29 | A | 0.00 | | 0.34 | A | 0.34 | A | 0.00 | |
| 563 | "B" St & Irvine Blvd | S | n/a | n/a | 0.62 | A | 0.24 | | n/a | n/a | 0.54 | A | 0.12 | |
| 571 | Portola Springs & Portola Pkwy | S | 0.19 | A | 0.19 | A | 0.01 | | 0.15 | A | 0.16 | A | 0.00 | |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.55 | A | 0.70 | B | 0.15 | | 0.60 | B | 0.63 | B | 0.03 | |
| 603 | "O" St & "LN" St | U | 0.18 | A | 0.19 | A | 0.00 | | 0.07 | A | 0.08 | A | 0.00 | |
| 605 | "O" St & "LQ" St | R | 0.20 | A | 0.20 | A | 0.00 | | 0.22 | A | 0.23 | A | 0.00 | |
| 608 | "O" St & "LV" St | U | 0.02 | A | 0.02 | A | 0.00 | | 0.01 | A | 0.01 | A | 0.00 | |
| 626 | "LY" St & "LQ" St | R | 0.27 | A | 0.27 | A | 0.00 | | 0.25 | A | 0.25 | A | 0.00 | |
| 627 | "LY" St & Irvine Blvd | S | 0.47 | A | 0.58 | A | 0.11 | | 0.70 | C | 0.74 | C | 0.04 | |
| 631 | "LY" St & Trabuco Rd | U | 0.02 | A | 0.02 | A | 0.00 | | 0.01 | A | 0.01 | A | 0.00 | |
| 782 | "A" St & "LQ" St | R | 0.17 | A | 0.17 | A | 0.01 | | 0.20 | A | 0.21 | A | 0.00 | |

| Intersection | Control ¹ | AM Peak Hour | | | | | | PM Peak Hour | | | | | | |
|--------------|---------------------------------|--------------|------|--------------|------|---------------|--------|--------------|------|--------------|------|---------------|--------|--|
| | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact | |
| | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | | |
| 790 | "Z" St & Irvine Blvd | S | 0.68 | B | 0.82 | D | 0.14 | | 0.59 | A | 0.62 | B | 0.03 | |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.91 | E | 0.84 | D | -0.08 | | 0.85 | D | 0.86 | D | 0.01 | |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout

Table 7-8 Year 2017 (2012 Modified Project Option 1) Peak Hour Intersection LOS Comparison

| Intersection | Control ¹ | AM Peak Hour | | | | | | PM Peak Hour | | | | | | |
|--------------|----------------------------------|--------------|------|--------------|------|---------------|--------|--------------|------|--------------|------|---------------|--------|--|
| | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact | |
| | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | | |
| 1 | "B" St & Driveway 1 | U | n/a | n/a | 0.02 | A | 0.02 | | n/a | n/a | 0.01 | A | 0.01 | |
| 2 | "B" St & Driveway 2 | U | n/a | n/a | 0.08 | A | 0.08 | | n/a | n/a | 0.02 | A | 0.02 | |
| 3 | Driveway 3 & "LQ" St | U | n/a | n/a | 0.04 | A | 0.04 | | n/a | n/a | 0.02 | A | 0.02 | |
| 4 | Driveway 4 & "LQ" St | U | n/a | n/a | 0.05 | A | 0.05 | | n/a | n/a | 0.01 | A | 0.01 | |
| 5 | "LQ" St & Driveway 5 | U | n/a | n/a | 0.07 | A | 0.07 | | n/a | n/a | 0.03 | A | 0.03 | |
| 6 | "LQ" St & Driveway 6 | U | n/a | n/a | 0.19 | A | 0.19 | | n/a | n/a | 0.08 | A | 0.08 | |
| 7 | "LQ" St & Driveway 7 | U | n/a | n/a | 0.00 | A | 0.00 | | n/a | n/a | 0.00 | A | 0.00 | |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.58 | A | 0.58 | A | 0.00 | | 0.63 | B | 0.64 | B | 0.00 | |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.66 | B | 0.66 | B | 0.00 | | 0.67 | B | 0.67 | B | 0.00 | |
| 284 | Jeffrey Rd & Bryan Av | S | 0.63 | B | 0.63 | B | 0.00 | | 0.58 | A | 0.58 | A | 0.00 | |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.63 | B | 0.64 | B | 0.00 | | 0.64 | B | 0.65 | B | 0.00 | |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.36 | A | 0.36 | A | 0.00 | | 0.48 | A | 0.48 | A | 0.00 | |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.58 | A | 0.63 | B | 0.05 | | 0.53 | A | 0.54 | A | 0.01 | |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.71 | C | 0.72 | C | 0.00 | | 0.72 | C | 0.72 | C | 0.00 | |
| 303 | Sand Canyon AveAv & I-5 NB Ramps | S | 0.70 | C | 0.70 | C | 0.00 | | 0.76 | C | 0.76 | C | 0.00 | |
| 304 | Sand Canyon Av & Marine Way | S | 0.83 | D | 0.83 | D | 0.00 | | 0.89 | D | 0.89 | D | 0.00 | |

| Intersection | | Control ¹ | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|--------------|-----------------------------------|----------------------|--------------|-----|--------------|-----|---------------|--------|--------------|-----|--------------|-----|---------------|--------|
| | | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact |
| | | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | |
| 305 | Sand Canyon Ave & I-5 SB Ramps | S | 0.93 | E | 0.93 | E | 0.00 | | 0.85 | D | 0.85 | D | 0.00 | |
| 444 | Sand Canyon Av & Burt Rd | S | 0.79 | C | 0.79 | C | 0.00 | | 0.80 | C | 0.80 | C | 0.00 | |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.67 | B | 0.67 | B | 0.00 | | 1.00 | F | 1.00 | F | 0.00 | |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.45 | A | 0.52 | A | 0.07 | | 0.49 | A | 0.51 | A | 0.02 | |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.47 | A | 0.60 | A | 0.12 | | 0.70 | B | 0.73 | C | 0.03 | |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.85 | D | 0.87 | D | 0.02 | | 0.81 | D | 0.81 | D | 0.00 | |
| 339 | Alton Pkwy & Toledo Way | S | 0.66 | B | 0.67 | B | 0.00 | | 0.59 | A | 0.60 | A | 0.00 | |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.69 | B | 0.69 | B | 0.00 | | 0.54 | A | 0.54 | A | 0.00 | |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.60 | A | 0.61 | B | 0.01 | | 0.70 | C | 0.71 | C | 0.00 | |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.93 | E | 0.93 | E | 0.00 | | 0.73 | C | 0.73 | C | 0.00 | |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.77 | C | 0.77 | C | 0.00 | | 0.90 | D | 0.90 | D | 0.00 | |
| 556 | Ridge Valley & Portola Pkwy | S | 0.52 | A | 0.52 | A | 0.00 | | 0.65 | B | 0.65 | B | 0.00 | |
| 557 | "O" St & "C" St | R | 0.53 | A | 0.54 | A | 0.01 | | 0.38 | A | 0.39 | A | 0.01 | |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.54 | A | 0.61 | B | 0.07 | | 0.67 | B | 0.70 | B | 0.03 | |
| 559 | "O" St & Trabuco Rd | S | 0.75 | C | 0.75 | C | 0.00 | | 0.64 | B | 0.64 | B | 0.00 | |
| 560 | "O" St & Marine Way | S | 0.27 | A | 0.27 | A | 0.00 | | 0.49 | A | 0.49 | A | 0.00 | |
| 563 | "B" St & Irvine Blvd | S | n/a | n/a | 0.55 | A | 0.55 | | n/a | n/a | 0.74 | C | 0.74 | |
| 571 | Portola Springs & Portola Pkwy | S | 0.56 | A | 0.57 | A | 0.00 | | 0.48 | A | 0.48 | A | 0.00 | |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.40 | A | 0.53 | A | 0.14 | | 0.55 | A | 0.58 | A | 0.03 | |
| 603 | "O" St & "LN" St | S | 0.32 | A | 0.32 | A | 0.00 | | 0.24 | A | 0.24 | A | 0.00 | |
| 605 | "O" St & "LQ" St | R | 0.31 | A | 0.31 | A | 0.00 | | 0.24 | A | 0.24 | A | 0.00 | |
| 608 | "O" St & "LV" St | S | 0.19 | A | 0.19 | A | 0.00 | | 0.31 | A | 0.31 | A | 0.00 | |
| 626 | "LY" St & "LQ" St | R | 0.29 | A | 0.29 | A | 0.00 | | 0.29 | A | 0.29 | A | 0.00 | |
| 627 | "LY" St & Irvine Blvd | S | 0.37 | A | 0.45 | A | 0.08 | | 0.64 | B | 0.68 | B | 0.04 | |
| 631 | "LY" St & Trabuco Rd | U | 0.01 | A | 0.01 | A | 0.00 | | 0.02 | A | 0.02 | A | 0.00 | |
| 782 | "A" St & "LQ" St | R | 0.17 | A | 0.17 | A | 0.01 | | 0.24 | A | 0.25 | A | 0.00 | |
| 790 | "Z" St & Irvine Blvd | S | 0.53 | A | 0.67 | B | 0.14 | | 0.53 | A | 0.59 | A | 0.06 | |

| Intersection | Control ¹ | AM Peak Hour | | | | | | PM Peak Hour | | | | | | |
|--------------|---------------------------------|--------------|------|--------------|------|---------------|--------|--------------|------|--------------|------|---------------|--------|--|
| | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact | |
| | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | | |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.89 | D | 0.87 | D | -0.02 | | 0.86 | D | 0.89 | D | 0.03 | |

1. 1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout

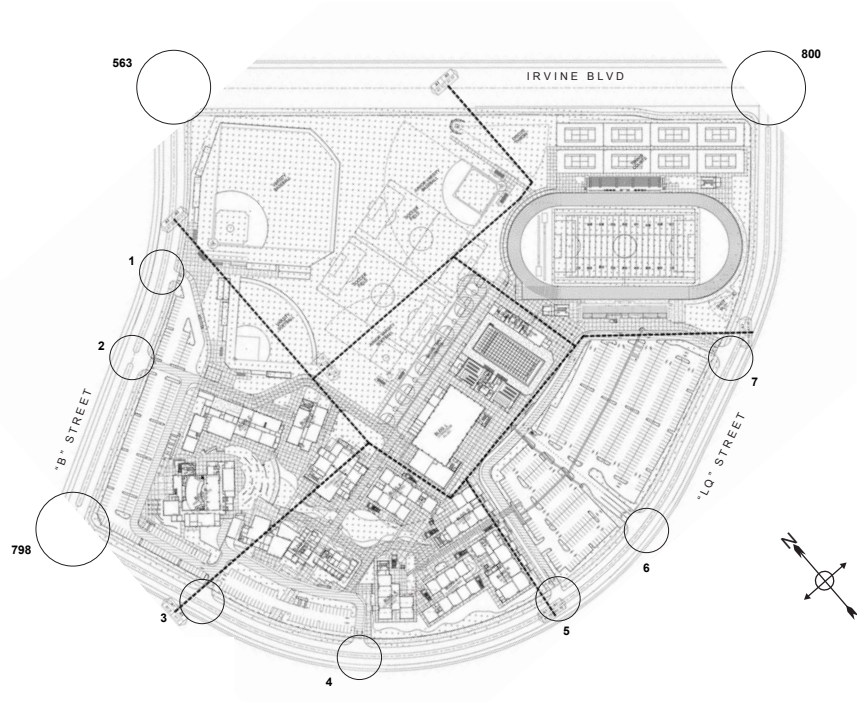
Table 7-9 Year 2017 (2012 Modified Project Option 2) Peak Hour Intersection LOS Comparison

| Intersection | Control ¹ | AM Peak Hour | | | | | | PM Peak Hour | | | | | | |
|--------------|----------------------------------|--------------|------|--------------|------|---------------|--------|--------------|------|--------------|------|---------------|--------|--|
| | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact | |
| | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | | |
| 1 | "B" St & Driveway 1 | U | n/a | n/a | 0.02 | A | 0.02 | | n/a | n/a | 0.01 | A | 0.01 | |
| 2 | "B" St & Driveway 2 | U | n/a | n/a | 0.08 | A | 0.08 | | n/a | n/a | 0.02 | A | 0.02 | |
| 3 | Driveway 3 & "LQ" St | U | n/a | n/a | 0.04 | A | 0.04 | | n/a | n/a | 0.02 | A | 0.02 | |
| 4 | Driveway 4 & "LQ" St | U | n/a | n/a | 0.05 | A | 0.05 | | n/a | n/a | 0.01 | A | 0.01 | |
| 5 | "LQ" St & Driveway 5 | U | n/a | n/a | 0.07 | A | 0.07 | | n/a | n/a | 0.03 | A | 0.03 | |
| 6 | "LQ" St & Driveway 6 | U | n/a | n/a | 0.19 | A | 0.19 | | n/a | n/a | 0.08 | A | 0.08 | |
| 7 | "LQ" St & Driveway 7 | U | n/a | n/a | 0.00 | A | 0.00 | | n/a | n/a | 0.00 | A | 0.00 | |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.58 | A | 0.58 | A | 0.00 | | 0.64 | B | 0.64 | B | 0.00 | |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.66 | B | 0.67 | B | 0.00 | | 0.67 | B | 0.67 | B | 0.00 | |
| 284 | Jeffrey Rd & Bryan Av | S | 0.63 | B | 0.63 | B | 0.00 | | 0.58 | A | 0.58 | A | 0.00 | |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.63 | B | 0.64 | B | 0.00 | | 0.64 | B | 0.65 | B | 0.00 | |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.36 | A | 0.36 | A | 0.00 | | 0.48 | A | 0.48 | A | 0.00 | |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.58 | A | 0.63 | B | 0.05 | | 0.60 | A | 0.60 | B | 0.01 | |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.71 | C | 0.72 | C | 0.00 | | 0.72 | C | 0.72 | C | 0.00 | |
| 303 | Sand Canyon AveAv & I-5 NB Ramps | S | 0.71 | C | 0.71 | C | 0.00 | | 0.76 | C | 0.76 | C | 0.00 | |
| 304 | Sand Canyon Av & Marine Way | S | 0.82 | D | 0.83 | D | 0.00 | | 0.89 | D | 0.89 | D | 0.00 | |
| 305 | Sand Canyon AveAv & I-5 SB Ramps | S | 0.93 | E | 0.93 | E | 0.00 | | 0.85 | D | 0.85 | D | 0.00 | |
| 444 | Sand Canyon Av & Burt Rd | S | 0.79 | C | 0.79 | C | 0.00 | | 0.80 | C | 0.80 | C | 0.00 | |

| Intersection | Control ¹ | AM Peak Hour | | | | | | PM Peak Hour | | | | | | |
|--------------|-----------------------------------|--------------|------|--------------|------|---------------|--------|--------------|------|--------------|------|---------------|--------|--|
| | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact | |
| | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | | |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.67 | B | 0.67 | B | 0.00 | | 1.00 | F | 1.00 | F | 0.00 | |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.45 | A | 0.52 | A | 0.07 | | 0.49 | A | 0.51 | A | 0.02 | |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.47 | A | 0.59 | A | 0.12 | | 0.70 | B | 0.73 | C | 0.04 | |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.85 | D | 0.87 | D | 0.02 | | 0.81 | D | 0.81 | D | 0.00 | |
| 339 | Alton Pkwy & Toledo Way | S | 0.67 | B | 0.67 | B | 0.00 | | 0.59 | A | 0.60 | A | 0.00 | |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.68 | B | 0.69 | B | 0.00 | | 0.54 | A | 0.54 | A | 0.00 | |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.60 | A | 0.60 | B | 0.01 | | 0.70 | C | 0.70 | C | 0.00 | |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.93 | E | 0.93 | E | 0.00 | | 0.73 | C | 0.73 | C | 0.00 | |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.77 | C | 0.77 | C | 0.00 | | 0.90 | D | 0.90 | D | 0.00 | |
| 556 | Ridge Valley & Portola Pkwy | S | 0.52 | A | 0.52 | A | 0.00 | | 0.65 | B | 0.65 | B | 0.00 | |
| 557 | "O" St & "C" St | R | 0.52 | A | 0.53 | A | 0.01 | | 0.38 | A | 0.38 | A | 0.00 | |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.54 | A | 0.60 | B | 0.07 | | 0.76 | C | 0.79 | C | 0.03 | |
| 559 | "O" St & Trabuco Rd | S | 0.74 | C | 0.74 | C | 0.00 | | 0.63 | B | 0.63 | B | 0.00 | |
| 560 | "O" St & Marine Way | S | 0.27 | A | 0.27 | A | 0.00 | | 0.50 | A | 0.50 | A | 0.00 | |
| 563 | "B" St & Irvine Blvd | S | n/a | n/a | 0.55 | A | 0.55 | | n/a | n/a | 0.74 | C | 0.74 | |
| 571 | Portola Springs & Portola Pkwy | S | 0.56 | A | 0.56 | A | 0.00 | | 0.48 | A | 0.48 | A | 0.00 | |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.40 | A | 0.53 | A | 0.14 | | 0.55 | A | 0.58 | A | 0.03 | |
| 603 | "O" St & "LN" St | S | 0.32 | A | 0.32 | A | 0.00 | | 0.23 | A | 0.23 | A | 0.00 | |
| 605 | "O" St & "LQ" St | R | 0.30 | A | 0.30 | A | 0.00 | | 0.24 | A | 0.24 | A | 0.00 | |
| 608 | "O" St & "LV" St | S | 0.19 | A | 0.19 | A | 0.00 | | 0.51 | A | 0.51 | A | 0.00 | |
| 626 | "LY" St & "LQ" St | R | 0.29 | A | 0.29 | A | 0.00 | | 0.28 | A | 0.28 | A | 0.00 | |
| 627 | "LY" St & Irvine Blvd | S | 0.37 | A | 0.44 | A | 0.08 | | 0.64 | B | 0.67 | B | 0.04 | |
| 631 | "LY" St & Trabuco Rd | U | 0.01 | A | 0.01 | A | 0.00 | | 0.02 | A | 0.02 | A | 0.00 | |
| 782 | "A" St & "LQ" St | R | 0.15 | A | 0.16 | A | 0.01 | | 0.23 | A | 0.23 | A | 0.00 | |
| 790 | "Z" St & Irvine Blvd | S | 0.52 | A | 0.67 | B | 0.14 | | 0.56 | A | 0.59 | A | 0.03 | |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.88 | D | 0.83 | D | -0.06 | | 0.86 | D | 0.87 | D | 0.01 | |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout

Figure 7.1 Year 2017 Peak Hour Volumes - 2011 Approved Project - With Project



| | | | |
|---|--|---|---|
| <p>N/S Street: "B" St E/W Street: Driveway 1</p> <p>223/48 0/0 ↓ 0/0 0/0 → 1 ← 0/0 0/0 ↓ 0/0 157/81</p> | <p>N/S Street: Sand Canyon Ave E/W Street: Driveway 2</p> <p>111/24 0/0 ↓ 111/24 0/0 → 2 ← 0/0 0/0 ↓ 0/0 140/72</p> | <p>N/S Street: Driveway 3 E/W Street: "LQ" St</p> <p>35/18 0/0 0/0 ↓ 0/0 37/8 ↓ 37/8 74/16 → 3 ← 105/54 0/0 ↓ 0/0 0/0 ↓ 0/0</p> | <p>N/S Street: Driveway 4 E/W Street: "LQ" St</p> <p>0/0 17/9 ↓ 17/9 74/16 → 4 ← 37/8 0/0 ↓ 124/53 0/0 ↓ 0/0 0/0 ↓ 0/0</p> |
| <p>N/S Street: "LQ" St E/W Street: Driveway 5</p> <p>92/25 0/0 ↓ 0/0 0/0 → 5 ← 0/0 70/36 ↓ 0/0 17/9</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 6</p> <p>74/16 186/40 ↓ 0/0 157/81 → 6 ← 0/0 17/9 ↓ 0/0 17/9</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 7</p> <p>260/56 260/56 ↓ 0/0 0/0 → 7 ← 0/0 0/0 ↓ 0/0 175/90</p> | <p>N/S Street: "B" St E/W Street: Irvine Blvd</p> <p>0/0 0/0 ↓ 0/0 2416/1475 → 563 ← 1506/2265 215/41 ↓ 7/6 161/86 ↓ 14/4 0/0</p> |
| <p>N/S Street: "Z" St E/W Street: "LQ" St</p> <p>787</p> <p>HF/GPN Proposed Future Intersection</p> | <p>N/S Street: "Z" St E/W Street: Irvine Blvd</p> <p>78/35 86/54 ↓ 213/69 25/52 → 790 ← 35/114 2609/1511 → 656/2345 83/74 ↓ 140/171 78/104 ↓ 189/132 20/44</p> <p>790</p> <p>HF/GPN Proposed Future Intersection</p> | <p>N/S Street: "B" St E/W Street: "LQ" St</p> <p>798</p> <p>HF/GPN Proposed Future Intersection</p> | <p>N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd</p> <p>22/3 58/39 ↓ 162/67 24/81 → 800 ← 59/189 2304/1601 → 1546/2442 468/102 ↓ 30/6 154/79 ↓ 14/5 7/5</p> <p>800</p> <p>HF/GPN Proposed Future Intersection</p> |
| <p>N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd</p> <p>486</p> <p>HF/GPN Proposed Future Intersection</p> | <p>N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd</p> <p>487</p> <p>HF/GPN Proposed Future Intersection</p> | | |

LEGEND

- Study Intersection - Signalized
- Study Intersection - Unsignalized
- Study Intersection - Roundabout
- # Study Intersection Number
- ## Turning Movement Volume
- ##/## AM Peak Hour/PM Peak Hour

Figure 7.1 Year 2017 Peak Hour Volumes - 2011 Approved Project - With Project

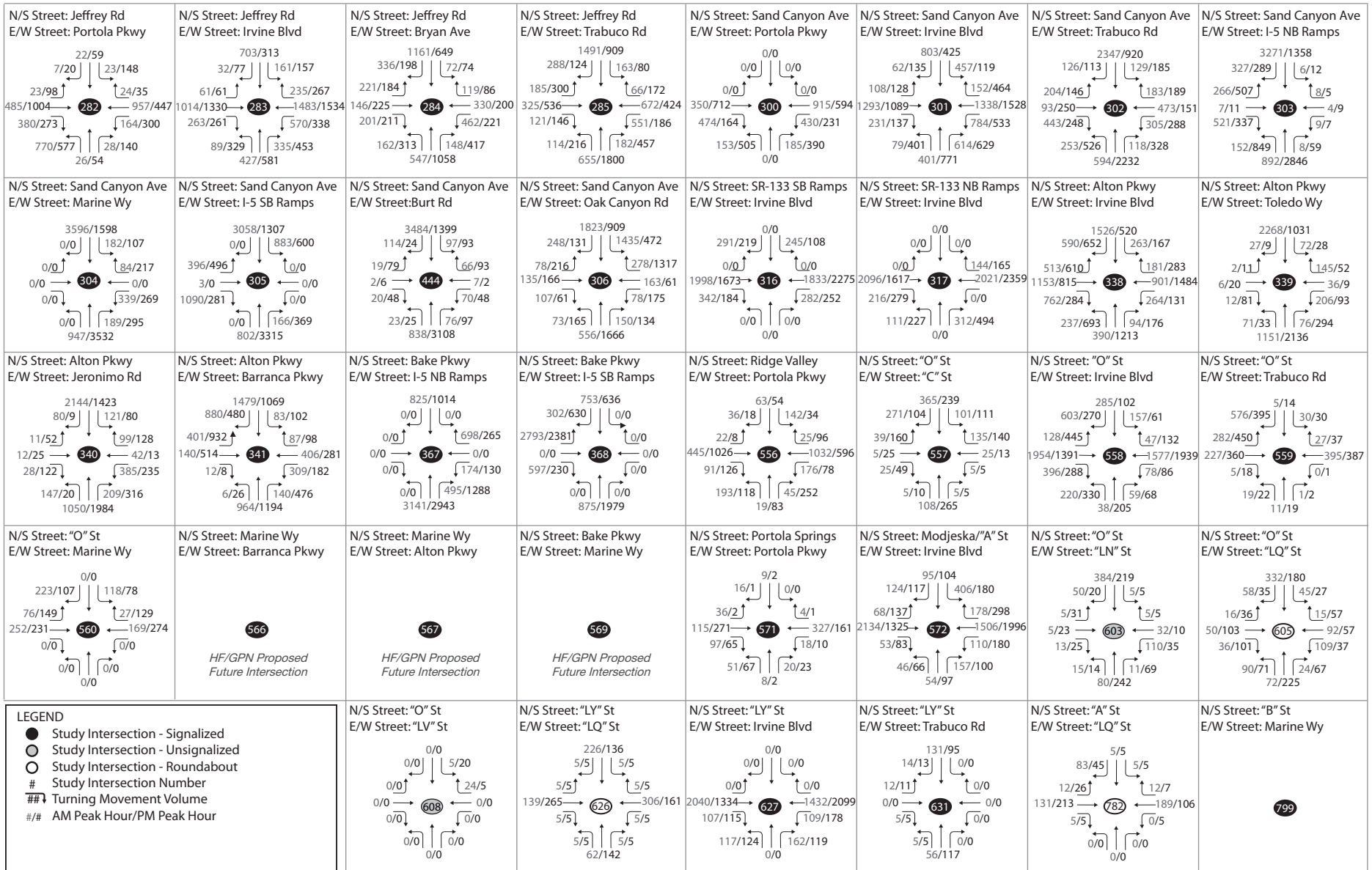
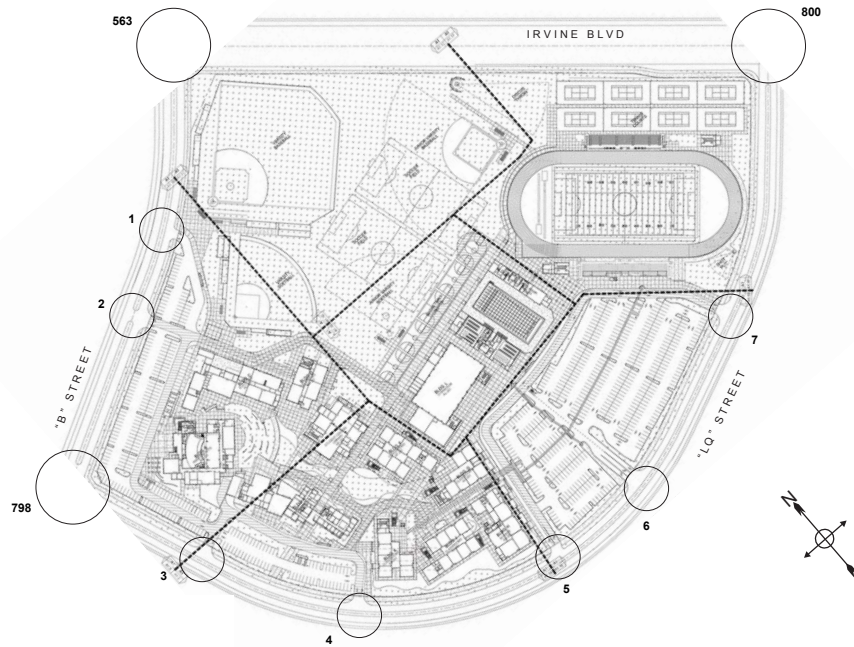


Figure 7.2 Year 2017 Peak Hour Volumes - 2012 Modified Project Option 1 - With Project



| | | | |
|---|---|---|---|
| <p>N/S Street: "B" St E/W Street: Driveway 1</p> <p>223/48 0/0 ↓ 0/0 0/0 → 1 ← 0/0 0/0 ↓ 0/0 157/81</p> | <p>N/S Street: Sand Canyon Ave E/W Street: Driveway 2</p> <p>111/24 0/0 ↓ 111/24 0/0 → 2 ← 0/0 0/0 ↓ 0/0 140/72</p> | <p>N/S Street: Driveway 3 E/W Street: "LQ" St</p> <p>35/18 0/0 0/0 ↓ 0/0 37/8 ↓ 37/8 74/16 → 3 ← 105/54 0/0 ↓ 0/0 0/0 ↓ 0/0</p> | <p>N/S Street: Driveway 4 E/W Street: "LQ" St</p> <p>0/0 17/9 ↓ 17/9 74/16 → 4 ← 37/8 0/0 ↓ 124/53 0/0 ↓ 0/0 0/0 ↓ 0/0</p> |
| <p>N/S Street: "LQ" St E/W Street: Driveway 5</p> <p>92/25 0/0 ↓ 0/0 0/0 → 5 ← 0/0 70/36 ↓ 0/0 17/9</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 6</p> <p>74/16 186/40 ↓ 0/0 157/81 → 6 ← 0/0 17/9 ↓ 0/0 17/9</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 7</p> <p>260/56 260/56 ↓ 0/0 0/0 → 7 ← 0/0 0/0 ↓ 0/0 175/90</p> | <p>N/S Street: "B" St E/W Street: Irvine Blvd</p> <p>0/0 0/0 ↓ 0/0 1915/1388 → 563 ← 1363/2176 215/41 ↓ 7/6 161/86 ↓ 14/4 0/0</p> |
| <p>N/S Street: "Z" St E/W Street: "LQ" St</p> <p>787</p> <p>HF/GPN Proposed Future Intersection</p> | <p>N/S Street: "Z" St E/W Street: Irvine Blvd</p> <p>68/40 81/45 ↓ 192/70 25/45 → 790 ← 28/113 1915/1388 ↓ 1363/2176 77/87 ↓ 133/193 80/106 ↓ 190/160 20/47</p> <p>790</p> <p>HF/GPN Proposed Future Intersection</p> | <p>N/S Street: "B" St E/W Street: "LQ" St</p> <p>798</p> <p>HF/GPN Proposed Future Intersection</p> | <p>N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd</p> <p>22/3 65/39 ↓ 158/72 28/77 → 800 ← 62/183 2243/1633 ↓ 1544/2465 468/102 ↓ 30/6 154/79 ↓ 14/5 7/5</p> <p>800</p> <p>HF/GPN Proposed Future Intersection</p> |
| <p>N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd</p> <p>486</p> <p>HF/GPN Proposed Future Intersection</p> | <p>N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd</p> <p>487</p> <p>HF/GPN Proposed Future Intersection</p> | | |

| LEGEND | |
|--------|-----------------------------------|
| ● | Study Intersection - Signalized |
| ○ | Study Intersection - Unsignalized |
| ○ | Study Intersection - Roundabout |
| # | Study Intersection Number |
| ## ↓ | Turning Movement Volume |
| ##/## | AM Peak Hour/PM Peak Hour |

Figure 7.2 Year 2017 Peak Hour Volumes - 2012 Modified Project Option 1 - With Project

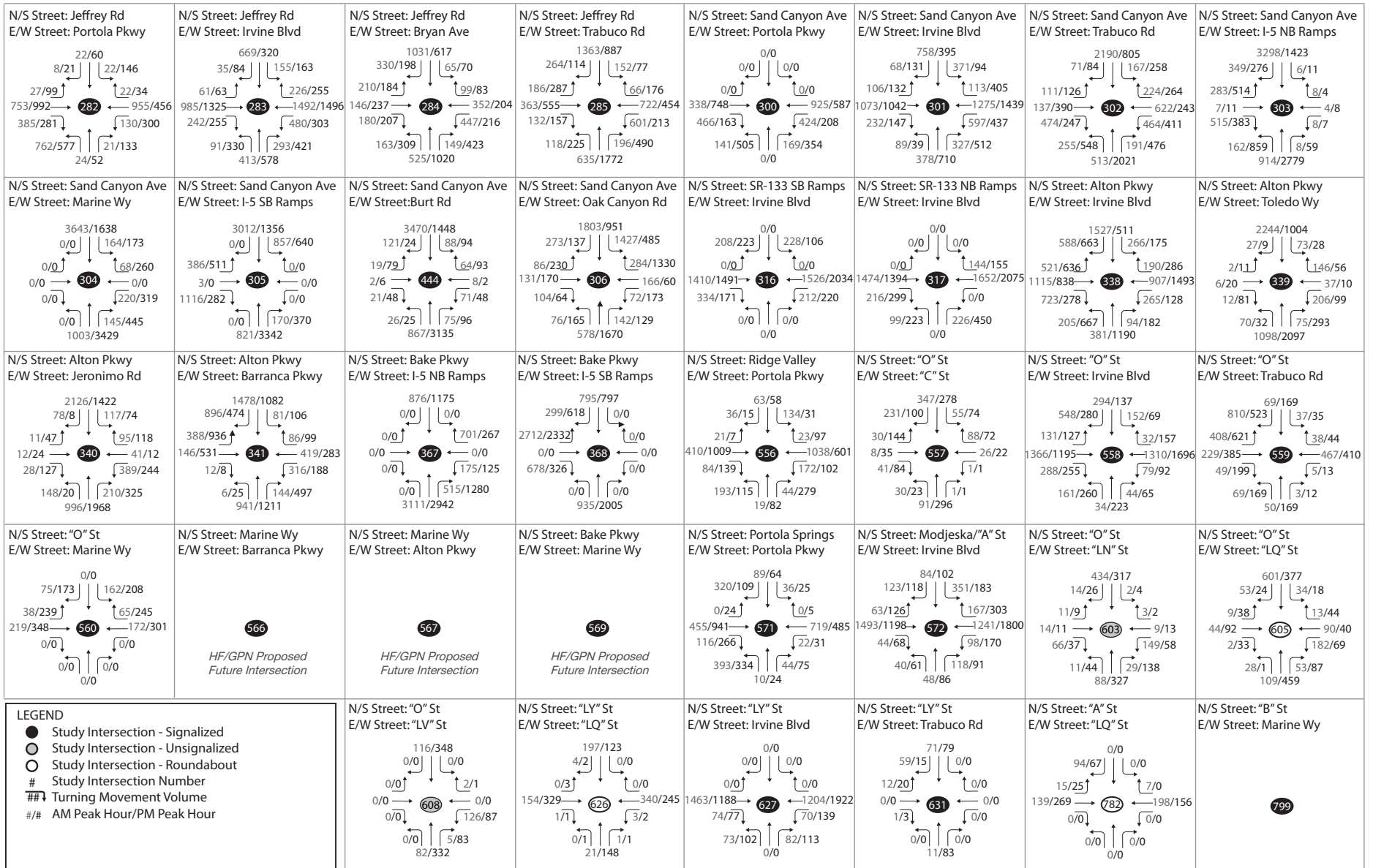
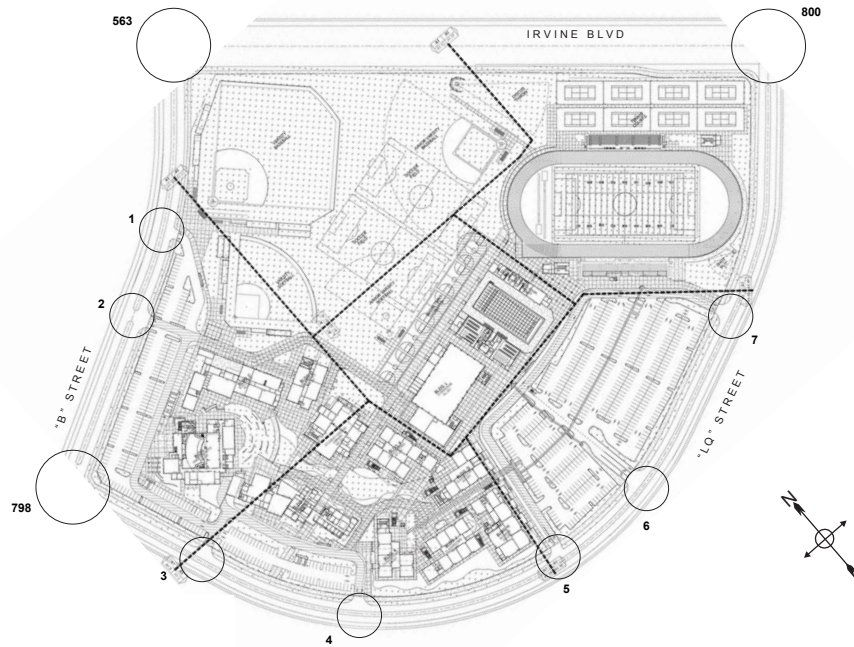


Figure 7.3 Year 2017 Peak Hour Volumes - 2012 Modified Project Option 2 - With Project

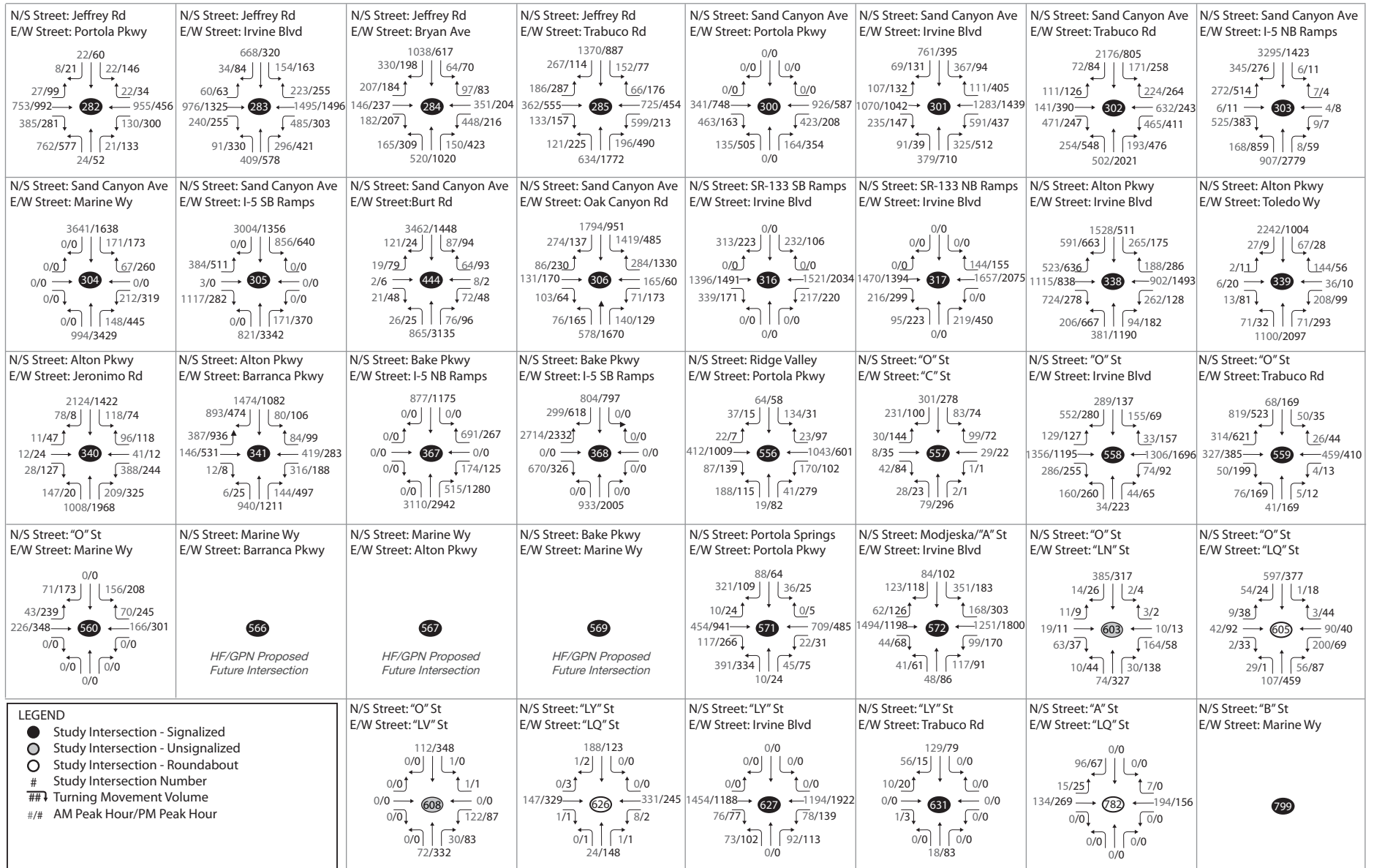


| | | | |
|---|--|---|---|
| <p>N/S Street: "B" St E/W Street: Driveway 1</p> <p>223/48 0/0 ↓ 0/0 0/0 → 1 ← 0/0 0/0 ↓ 0/0 157/81</p> | <p>N/S Street: Sand Canyon Ave E/W Street: Driveway 2</p> <p>111/24 0/0 ↓ 111/24 0/0 → 2 ← 0/0 0/0 ↓ 0/0 140/72</p> | <p>N/S Street: Driveway 3 E/W Street: "LQ" St</p> <p>35/18 0/0 0/0 ↓ 0/0 37/8 ↓ 37/8 74/16 → 3 ← 105/54 0/0 ↓ 0/0 0/0 ↓ 0/0</p> | <p>N/S Street: Driveway 4 E/W Street: "LQ" St</p> <p>0/0 17/9 ↓ 17/9 74/16 → 4 ← 37/8 0/0 ↓ 124/53 0/0 ↓ 0/0 0/0 ↓ 0/0</p> |
| <p>N/S Street: "LQ" St E/W Street: Driveway 5</p> <p>92/25 0/0 ↓ 0/0 0/0 → 5 ← 0/0 70/36 ↓ 0/0 17/9</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 6</p> <p>74/16 186/40 ↓ 0/0 0/0 → 6 ← 0/0 17/9 ↓ 0/0 17/9</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 7</p> <p>260/56 260/56 ↓ 0/0 0/0 → 7 ← 0/0 0/0 ↓ 0/0 0/0 ↓ 175/90</p> | <p>N/S Street: "B" St E/W Street: Irvine Blvd</p> <p>0/0 0/0 ↓ 0/0 1907/1402 → 563 ← 1373/2188 215/41 ↓ 7/6 161/86 ↓ 14/4 0/0</p> |
| <p>N/S Street: "Z" St E/W Street: "LQ" St</p> <p>787</p> <p>HF/GPN Proposed Future Intersection</p> | <p>N/S Street: "Z" St E/W Street: Irvine Blvd</p> <p>68/40 81/45 ↓ 192/70 24/45 ↓ 28/113 1907/1388 → 790 ← 373/2176 81/87 ↓ 118/193 80/106 ↓ 190/160 20/47</p> <p>790</p> <p>HF/GPN Proposed Future Intersection</p> | <p>N/S Street: "B" St E/W Street: "LQ" St</p> <p>798</p> <p>HF/GPN Proposed Future Intersection</p> | <p>N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd</p> <p>22/3 66/39 ↓ 157/72 29/77 ↓ 62/183 2224/1633 → 800 ← 1543/2465 468/102 ↓ 30/6 154/79 ↓ 14/5 7/5</p> <p>800</p> <p>HF/GPN Proposed Future Intersection</p> |
| <p>N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd</p> <p>486</p> <p>HF/GPN Proposed Future Intersection</p> | <p>N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd</p> <p>487</p> <p>HF/GPN Proposed Future Intersection</p> | | |

LEGEND

- Study Intersection - Signalized
- Study Intersection - Unsignalized
- Study Intersection - Roundabout
- # Study Intersection Number
- ## Turning Movement Volume
- ##/## AM Peak Hour/PM Peak Hour

Figure 7.3 Year 2017 Peak Hour Volumes - 2012 Modified Project Option 2 - With Project



7.1.2 Year 2035

Year 2035 with project ADT volumes on study area arterials are listed in Table 7-7. Table 7-8 includes a summary of the 2035 (2012 Modified Project Option 1) with project, and Table 7-9 includes the 2035 (2012 Modified Project Option 2) with project analysis summary results.

Year 2035 With Project deficient segment locations for all three 2035 scenarios include:

- Irvine Boulevard: "LY Street to "Z" Street – LOS E
- Irvine Boulevard: "Z" Street to "B" St - LOS F
- Irvine Boulevard: "B" Street to "LQ" Street – LOS F
- Irvine Boulevard: "LQ" Street to Alton Parkway - LOS F
- Trabuco Road: SR-133 Fwy to "O" Street – LOS F

Year 2035 with project intersection volumes are shown in Figure 7.4. Figures 7.5 and 7.6 show the 2035 - 2012 Modified Project Option 1 and 2, respectively. A summary of the level of service intersection analysis results for the 2035 with project condition is included in Table 7-10. Table 7-11 includes a summary of the 2035 (2012 Modified Project Option 1) with project, and Table 7-12 includes the 2035 (2012 Modified Project Option 2) with project analysis summary results.

Year 2035 With Project (2011 Approved Project) deficient intersection locations:

- Sand Canyon Avenue and I-5 NB Ramps (#303) - LOS E, PM
- Sand Canyon Avenue and I-5 SB Ramps (#305) - LOS F, AM
- Sand Canyon Avenue and Oak Canyon Road (#306) - LOS E, AM
- SR-133 Northbound Ramps and Irvine Boulevard (#317) – LOS E, AM
- "A-02" Street/"LQ" Street and Irvine Boulevard (#800) - LOS E, AM

Year 2035 (2012 Modified Project Option 1) With Project deficient intersection locations:

- Sand Canyon Avenue and I-5 NB Ramps (#303) - LOS E, AM and LOS F, PM
- Sand Canyon Avenue and I-5 SB Ramps (#305) - LOS F, AM and LOS E, PM

Year 2035 (2012 Modified Project Option 2) With Project deficient intersection locations:

- Sand Canyon Avenue and I-5 NB Ramps (#303) - LOS E, AM and LOS F, PM
- Sand Canyon Avenue and I-5 SB Ramps (#305) - LOS F, AM and LOS E, PM

Table 7-10 Year 2035 (2011 Approved Project) Arterial Level of Service

| # | Street Name | Limits | # Lanes | Capacity | 2035 NP ADT | | | 2035 WP ADT | | |
|----|----------------|--------------------------------|---------|----------|-------------|-------|-----|-------------|-------|-----|
| | | | | | ADT | V/C | LOS | ADT | V/C | LOS |
| 1 | Jeffrey Rd | Irvine Blvd to Bryan Av | 6D | 54000 | 31,815 | 0.590 | A | 31,945 | 0.590 | A |
| 2 | Sand Canyon Av | Portola Pkwy to Irvine Blvd | 4D | 32000 | 25,909 | 0.810 | D | 26,129 | 0.820 | D |
| 3 | Sand Canyon Av | Irvine Blvd to Trabuco Rd | 6D | 54000 | 29,287 | 0.540 | A | 30,617 | 0.570 | A |
| 4 | Sand Canyon Av | Trabuco Rd to Marine Way | 8D | 72000 | 63,878 | 0.890 | D | 64,008 | 0.890 | D |
| 5 | Sand Canyon Av | Marine Way to Oak Canyon Rd | 8D | 72000 | 53,646 | 0.750 | C | 53,686 | 0.750 | C |
| 6 | Alton Pkwy | Irvine Blvd to Toledo Wy | 6D | 54000 | 32,472 | 0.600 | A | 32,692 | 0.610 | B |
| 7 | Alton Pkwy | Toledo Wy to Jeronimo Rd | 6D | 54000 | 37,314 | 0.690 | B | 37,534 | 0.700 | B |
| 8 | Alton Pkwy | Jeronimo Rd to Barranca Pkwy | 6D | 54000 | 45,921 | 0.850 | D | 46,141 | 0.850 | D |
| 9 | Portola Pkwy | Jeffrey Rd to Sand Canyon Av | 4D | 32000 | 25,026 | 0.780 | C | 25,066 | 0.780 | C |
| 10 | Portola Pkwy | Sand Canyon Av to Ridge Valley | 4D | 32000 | 19,324 | 0.600 | A | 19,364 | 0.610 | B |
| 11 | Portola Pkwy | Ridge Valley to Modjeska | 4D | 32000 | 20,292 | 0.630 | B | 20,382 | 0.640 | B |
| 12 | Irvine Blvd | Jeffrey Rd to Sand Canyon Av | 6D | 54000 | 37,733 | 0.700 | B | 38,713 | 0.720 | C |
| 13 | Irvine Blvd | Sand Canyon Av to SR-133 Fwy | 6D | 54000 | 41,520 | 0.770 | C | 43,830 | 0.810 | D |
| 14 | Irvine Blvd | SR-133 Fwy to Ridge Valley | 6D | 54000 | 42,801 | 0.790 | C | 45,421 | 0.840 | D |
| 15 | Irvine Blvd | Ridge Valley to "LY" St | 6D | 54000 | 40,466 | 0.750 | C | 43,356 | 0.800 | C |
| 16 | Irvine Blvd | "LY" St to "Z" St | 6D | 54000 | 45,684 | 0.850 | D | 48,974 | 0.910 | E |
| 17 | Irvine Blvd | "Z" St to "B" St | 6D | 54000 | 51,892 | 0.960 | E | 55,362 | 1.030 | F |
| 18 | Irvine Blvd | "B" St to "LQ" St | 6D | 54000 | 53,388 | 0.990 | E | 55,168 | 1.020 | F |
| 19 | Irvine Blvd | "LQ" St to Alton Pkwy | 6D | 54000 | 61,630 | 1.140 | F | 61,850 | 1.150 | F |
| 20 | Trabuco Rd | Jeffrey Rd to Sand Canyon Av | 4D | 32000 | 20,034 | 0.630 | B | 20,614 | 0.640 | B |
| 21 | Trabuco Rd | Sand Canyon Av to SR-133 Fwy | 4D | 32000 | 28,082 | 0.880 | D | 28,082 | 0.880 | D |
| 22 | Trabuco Rd | SR-133 Fwy to "O" St | 4D | 32000 | 36,582 | 1.140 | F | 36,582 | 1.140 | F |
| 23 | "O" St | Portola Pkwy to Irvine Blvd | 4D | 32000 | 12,108 | 0.380 | A | 12,288 | 0.380 | A |
| 24 | "O" St | Irvine Blvd to "C" St | 4D | 32000 | 11,201 | 0.350 | A | 11,291 | 0.350 | A |
| 25 | "O" St | "C" St to "LN" St | 4D | 32000 | 9,856 | 0.310 | A | 9,896 | 0.310 | A |
| 26 | "O" St | "LN" St to "LQ" St | 4D | 32000 | 14,213 | 0.440 | A | 14,253 | 0.450 | A |
| 27 | "O" St | "LQ" St to Trabuco Rd | 4D | 32000 | 21,852 | 0.680 | B | 21,892 | 0.680 | B |
| 28 | "O" St | Trabuco Rd to "LV" St | 4D | 32000 | 12,814 | 0.400 | A | 12,854 | 0.400 | A |
| 29 | "B" St | Irvine Blvd to "LQ" St | 2D | 13000 | 2,840 | 0.220 | A | 4,400 | 0.340 | A |

| # | Street Name | Limits | # Lanes | Capacity | 2035 NP ADT | | | 2035 WP ADT | | |
|----|-------------|-----------------------|---------|----------|-------------|-------|-----|-------------|-------|-----|
| | | | | | ADT | V/C | LOS | ADT | V/C | LOS |
| 30 | "B" St | "LQ" St to Marine Wy | 2D | 13000 | 6,778 | 0.520 | A | 6,778 | 0.520 | A |
| 31 | "LQ" St | "O" St to "C" St | 2D | 13000 | 6,477 | 0.500 | A | 6,607 | 0.510 | A |
| 32 | "LQ" St | "C" St to "LY" St | 2D | 13000 | 7,284 | 0.560 | A | 7,414 | 0.570 | A |
| 33 | "LQ" St | "LY" St to "A" St | 2D | 13000 | 7,058 | 0.540 | A | 7,498 | 0.580 | A |
| 34 | "LQ" St | "A" St to "Z" St | 2D | 13000 | 6,488 | 0.500 | A | 7,108 | 0.550 | A |
| 35 | "LQ" St | "Z" St to "B" St | 2D | 13000 | 6,456 | 0.500 | A | 6,456 | 0.500 | A |
| 36 | "LQ" St | "B" St to Irvine Blvd | 2D | 13000 | 7,047 | 0.540 | A | 8,647 | 0.670 | B |

Table 7-11 Year 2035 (2012 Modified Project Option 1) Arterial Level of Service

| # | Street Name | Limits | # Lanes | Capacity | 2035 NP ADT | | | 2035 WP ADT | | |
|----|----------------|--------------------------------|---------|----------|-------------|-------|-----|-------------|-------|-----|
| | | | | | ADT | V/C | LOS | ADT | V/C | LOS |
| 1 | Jeffrey Rd | Irvine Blvd to Bryan Av | 6D | 54000 | 32,504 | 0.600 | A | 32,594 | 0.600 | A |
| 2 | Sand Canyon Av | Portola Pkwy to Irvine Blvd | 4D | 32000 | 26,016 | 0.810 | D | 26,236 | 0.820 | D |
| 3 | Sand Canyon Av | Irvine Blvd to Trabuco Rd | 6D | 54000 | 29,674 | 0.550 | A | 30,694 | 0.570 | A |
| 4 | Sand Canyon Av | Trabuco Rd to Marine Way | 8D | 72000 | 63,663 | 0.880 | D | 63,793 | 0.890 | D |
| 5 | Sand Canyon Av | Marine Way to Oak Canyon Rd | 8D | 72000 | 53,861 | 0.750 | C | 53,901 | 0.750 | C |
| 6 | Alton Pkwy | Irvine Blvd to Toledo Wy | 6D | 54000 | 32,310 | 0.600 | A | 32,530 | 0.600 | A |
| 7 | Alton Pkwy | Toledo Wy to Jeronimo Rd | 6D | 54000 | 36,560 | 0.680 | B | 36,780 | 0.680 | B |
| 8 | Alton Pkwy | Jeronimo Rd to Barranca Pkwy | 6D | 54000 | 45,168 | 0.840 | D | 45,388 | 0.840 | D |
| 9 | Portola Pkwy | Jeffrey Rd to Sand Canyon Av | 4D | 32000 | 24,919 | 0.780 | C | 24,959 | 0.780 | C |
| 10 | Portola Pkwy | Sand Canyon Av to Ridge Valley | 4D | 32000 | 19,647 | 0.610 | B | 19,687 | 0.620 | B |
| 11 | Portola Pkwy | Ridge Valley to Modjeska | 4D | 32000 | 20,346 | 0.640 | B | 20,436 | 0.640 | B |
| 12 | Irvine Blvd | Jeffrey Rd to Sand Canyon Av | 6D | 54000 | 38,519 | 0.710 | C | 39,319 | 0.730 | C |
| 13 | Irvine Blvd | Sand Canyon Av to SR-133 Fwy | 6D | 54000 | 43,016 | 0.800 | C | 44,836 | 0.830 | D |
| 14 | Irvine Blvd | SR-133 Fwy to Ridge Valley | 6D | 54000 | 44,447 | 0.820 | D | 46,537 | 0.860 | D |
| 15 | Irvine Blvd | Ridge Valley to "LY" St | 6D | 54000 | 42,317 | 0.780 | C | 44,587 | 0.830 | D |
| 16 | Irvine Blvd | "LY" St to "Z" St | 6D | 54000 | 47,901 | 0.890 | D | 50,431 | 0.930 | E |
| 17 | Irvine Blvd | "Z" St to "B" St | 6D | 54000 | 54,152 | 1.000 | E | 56,822 | 1.050 | F |
| 18 | Irvine Blvd | "B" St to "LQ" St | 6D | 54000 | 52,086 | 0.960 | E | 53,776 | 1.000 | E |

| # | Street Name | Limits | # Lanes | Capacity | 2035 NP ADT | | | 2035 WP ADT | | |
|----|-------------|------------------------------|---------|----------|-------------|-------|-----|-------------|-------|-----|
| | | | | | ADT | V/C | LOS | ADT | V/C | LOS |
| 19 | Irvine Blvd | "LQ" St to Alton Pkwy | 6D | 54000 | 57,756 | 1.070 | F | 57,976 | 1.070 | F |
| 20 | Trabuco Rd | Jeffrey Rd to Sand Canyon Av | 4D | 32000 | 20,615 | 0.640 | B | 21,055 | 0.660 | B |
| 21 | Trabuco Rd | Sand Canyon Av to SR-133 Fwy | 4D | 32000 | 27,759 | 0.870 | D | 27,759 | 0.870 | D |
| 22 | Trabuco Rd | SR-133 Fwy to "O" St | 4D | 32000 | 37,012 | 1.160 | F | 37,012 | 1.160 | F |
| 23 | "O" St | Portola Pkwy to Irvine Blvd | 4D | 32000 | 13,632 | 0.430 | A | 13,762 | 0.430 | A |
| 24 | "O" St | Irvine Blvd to "C" St | 4D | 32000 | 10,932 | 0.340 | A | 10,972 | 0.340 | A |
| 25 | "O" St | "C" St to "LN" St | 4D | 32000 | 9,856 | 0.310 | A | 9,896 | 0.310 | A |
| 26 | "O" St | "LN" St to "LQ" St | 4D | 32000 | 14,106 | 0.440 | A | 14,146 | 0.440 | A |
| 27 | "O" St | "LQ" St to Trabuco Rd | 4D | 32000 | 21,368 | 0.670 | B | 21,458 | 0.670 | B |
| 28 | "O" St | Trabuco Rd to "LV" St | 4D | 32000 | 13,675 | 0.430 | A | 13,715 | 0.430 | A |
| 29 | "B" St | Irvine Blvd to "LQ" St | 2D | 13000 | 3,486 | 0.270 | A | 5,046 | 0.390 | A |
| 30 | "B" St | "LQ" St to Marine Wy | 2D | 13000 | 6,891 | 0.530 | A | 7,111 | 0.550 | A |
| 31 | "LQ" St | "O" St to "C" St | 2D | 13000 | 7,004 | 0.540 | A | 7,094 | 0.550 | A |
| 32 | "LQ" St | "C" St to "LY" St | 2D | 13000 | 7,714 | 0.590 | A | 7,844 | 0.600 | A |
| 33 | "LQ" St | "LY" St to "A" St | 2D | 13000 | 7,585 | 0.580 | A | 7,985 | 0.610 | B |
| 34 | "LQ" St | "A" St to "Z" St | 2D | 13000 | 6,951 | 0.530 | A | 7,441 | 0.570 | A |
| 35 | "LQ" St | "Z" St to "B" St | 2D | 13000 | 6,165 | 0.470 | A | 6,835 | 0.530 | A |
| 36 | "LQ" St | "B" St to Irvine Blvd | 2D | 13000 | 4,196 | 0.320 | A | 5,846 | 0.450 | A |

Table 7-12 Year 2035 (2012 Modified Project Option 2) Arterial Level of Service

| # | Street Name | Limits | # Lanes | Capacity | 2035 NP ADT | | | 2035 WP ADT | | |
|---|----------------|-----------------------------|---------|----------|-------------|-------|-----|-------------|-------|-----|
| | | | | | ADT | V/C | LOS | ADT | V/C | LOS |
| 1 | Jeffrey Rd | Irvine Blvd to Bryan Av | 6D | 54000 | 32,504 | 0.600 | A | 32,594 | 0.600 | A |
| 2 | Sand Canyon Av | Portola Pkwy to Irvine Blvd | 4D | 32000 | 26,016 | 0.810 | D | 26,236 | 0.820 | D |
| 3 | Sand Canyon Av | Irvine Blvd to Trabuco Rd | 6D | 54000 | 29,674 | 0.550 | A | 30,694 | 0.570 | A |
| 4 | Sand Canyon Av | Trabuco Rd to Marine Way | 8D | 72000 | 63,663 | 0.880 | D | 63,793 | 0.890 | D |
| 5 | Sand Canyon Av | Marine Way to Oak Canyon Rd | 8D | 72000 | 53,861 | 0.750 | C | 53,901 | 0.750 | C |
| 6 | Alton Pkwy | Irvine Blvd to Toledo Wy | 6D | 54000 | 32,310 | 0.600 | A | 32,530 | 0.600 | A |
| 7 | Alton Pkwy | Toledo Wy to Jeronimo Rd | 6D | 54000 | 36,560 | 0.680 | B | 36,780 | 0.680 | B |

| # | Street Name | Limits | # Lanes | Capacity | 2035 NP ADT | | | 2035 WP ADT | | |
|----|--------------|--------------------------------|---------|----------|-------------|-------|-----|-------------|-------|-----|
| | | | | | ADT | V/C | LOS | ADT | V/C | LOS |
| 8 | Alton Pkwy | Jeronimo Rd to Barranca Pkwy | 6D | 54000 | 45,275 | 0.840 | D | 45,495 | 0.840 | D |
| 9 | Portola Pkwy | Jeffrey Rd to Sand Canyon Av | 4D | 32000 | 24,919 | 0.780 | C | 24,959 | 0.780 | C |
| 10 | Portola Pkwy | Sand Canyon Av to Ridge Valley | 4D | 32000 | 19,647 | 0.610 | B | 19,687 | 0.620 | B |
| 11 | Portola Pkwy | Ridge Valley to Modjeska | 4D | 32000 | 20,292 | 0.630 | B | 20,382 | 0.640 | B |
| 12 | Irvine Blvd | Jeffrey Rd to Sand Canyon Av | 6D | 54000 | 38,465 | 0.710 | C | 39,265 | 0.730 | C |
| 13 | Irvine Blvd | Sand Canyon Av to SR-133 Fwy | 6D | 54000 | 42,801 | 0.790 | C | 44,621 | 0.830 | D |
| 14 | Irvine Blvd | SR-133 Fwy to Ridge Valley | 6D | 54000 | 43,156 | 0.800 | C | 45,246 | 0.840 | D |
| 15 | Irvine Blvd | Ridge Valley to "LY" St | 6D | 54000 | 42,209 | 0.780 | C | 44,479 | 0.820 | D |
| 16 | Irvine Blvd | "LY" St to "Z" St | 6D | 54000 | 47,901 | 0.890 | D | 50,431 | 0.930 | E |
| 17 | Irvine Blvd | "Z" St to "B" St | 6D | 54000 | 54,152 | 1.000 | E | 56,822 | 1.050 | F |
| 18 | Irvine Blvd | "B" St to "LQ" St | 6D | 54000 | 52,086 | 0.960 | E | 53,776 | 1.000 | E |
| 19 | Irvine Blvd | "LQ" St to Alton Pkwy | 6D | 54000 | 57,756 | 1.070 | F | 57,976 | 1.070 | F |
| 20 | Trabuco Rd | Jeffrey Rd to Sand Canyon Av | 4D | 32000 | 20,615 | 0.640 | B | 21,055 | 0.660 | B |
| 21 | Trabuco Rd | Sand Canyon Av to SR-133 Fwy | 4D | 32000 | 27,759 | 0.870 | D | 27,759 | 0.870 | D |
| 22 | Trabuco Rd | SR-133 Fwy to "O" St | 4D | 32000 | 37,227 | 1.160 | F | 37,227 | 1.160 | F |
| 23 | "O" St | Portola Pkwy to Irvine Blvd | 4D | 32000 | 13,632 | 0.430 | A | 13,762 | 0.430 | A |
| 24 | "O" St | Irvine Blvd to "C" St | 4D | 32000 | 10,716 | 0.330 | A | 10,756 | 0.340 | A |
| 25 | "O" St | "C" St to "LN" St | 4D | 32000 | 9,049 | 0.280 | A | 9,089 | 0.280 | A |
| 26 | "O" St | "LN" St to "LQ" St | 4D | 32000 | 13,406 | 0.420 | A | 13,446 | 0.420 | A |
| 27 | "O" St | "LQ" St to Trabuco Rd | 4D | 32000 | 20,615 | 0.640 | B | 20,655 | 0.650 | B |
| 28 | "O" St | Trabuco Rd to "LV" St | 4D | 32000 | 13,083 | 0.410 | A | 13,123 | 0.410 | A |
| 29 | "B" St | Irvine Blvd to "LQ" St | 2D | 13000 | 3,486 | 0.270 | A | 5,046 | 0.390 | A |
| 30 | "B" St | "LQ" St to Marine Wy | 2D | 13000 | 6,891 | 0.530 | A | 7,111 | 0.550 | A |
| 31 | "LQ" St | "O" St to "C" St | 2D | 13000 | 6,197 | 0.480 | A | 6,237 | 0.480 | A |
| 32 | "LQ" St | "C" St to "LY" St | 2D | 13000 | 7,499 | 0.580 | A | 7,629 | 0.590 | A |
| 33 | "LQ" St | "LY" St to "A" St | 2D | 13000 | 7,639 | 0.590 | A | 8,039 | 0.620 | B |
| 34 | "LQ" St | "A" St to "Z" St | 2D | 13000 | 6,951 | 0.530 | A | 7,441 | 0.570 | A |
| 35 | "LQ" St | "Z" St to "B" St | 2D | 13000 | 6,165 | 0.470 | A | 6,835 | 0.530 | A |
| 36 | "LQ" St | "B" St to Irvine Blvd | 2D | 13000 | 4,142 | 0.320 | A | 5,792 | 0.450 | A |

Consistent with City of Irvine traffic study guidelines, roadway segments with deficient LOS were further analyzed by examining peak hour levels of service. The resulting midblock peak hour V/C ratios for the arterial segments under year 2035 With Project conditions are summarized in Tables 7-13 to 7-15. As the summary tables indicate, all arterial roadway segments are forecast to operate at acceptable levels of service during the peak hour, and none of the arterial segments exceed the adopted thresholds. No significant impacts are identified.

Table 7-13 Year 2035 (2011 Approved Project) Peak Hour Arterial LOS Comparison

| Roadway | Limits | # of Lanes | Peak Hour Capacity | Refined ADT (WP) | Highest Peak Volumes (WP) | | Peak Hour V/C | Peak Hour LOS |
|------------------|-----------------------|------------|--------------------|------------------|---------------------------|---------|---------------|---------------|
| Irvine Boulevard | "LY" St to "Z" St | 6D | 4,800 | 48,974 | 3,500 | EB (AM) | 0.73 | C |
| Irvine Boulevard | "Z" St to "B" St | 6D | 4,800 | 55,362 | 3,300 | EB (AM) | 0.69 | B |
| Irvine Boulevard | "B" St to "LQ" St | 6D | 4,800 | 55,168 | 3,300 | WB (PM) | 0.69 | B |
| Irvine Boulevard | "LQ" St to Alton Pkwy | 6D | 4,800 | 61,850 | 3,500 | WB (PM) | 0.73 | C |
| Trabuco Road | SR-133 Fwy to "O" St | 4D | 3,200 | 36,582 | 1,700 | WB (AM) | 0.53 | A |

Table 7-14 Year 2035 (2012 Modified Project Option 12017 (2011) Peak Hour Arterial LOS Comparison

| Roadway | Limits | # of Lanes | Peak Hour Capacity | Refined ADT (WP) | Highest Peak Volumes (WP) | | Peak Hour V/C | Peak Hour LOS |
|------------------|-----------------------|------------|--------------------|------------------|---------------------------|---------|---------------|---------------|
| Irvine Boulevard | "LY" St to "Z" St | 6D | 4,800 | 50,431 | 2,800 | EB (AM) | 0.58 | A |
| Irvine Boulevard | "Z" St to "B" St | 6D | 4,800 | 56,822 | 3,300 | EB (PM) | 0.69 | B |
| Irvine Boulevard | "B" St to "LQ" St | 6D | 4,800 | 53,776 | 3,300 | WB (PM) | 0.69 | B |
| Irvine Boulevard | "LQ" St to Alton Pkwy | 6D | 4,800 | 57,976 | 3,400 | WB (PM) | 0.71 | C |
| Trabuco Road | SR-133 Fwy to "O" St | 4D | 3,200 | 37,012 | 1,800 | WB (AM) | 0.56 | A |

Table 7-15 Year 2035 (2012 Modified Project Option 2) Peak Hour Arterial LOS Comparison

| Roadway | Limits | # of Lanes | Peak Hour Capacity | Refined ADT (WP) | Highest Peak Volumes (WP) | | Peak Hour V/C | Peak Hour LOS |
|------------------|-------------------|------------|--------------------|------------------|---------------------------|---------|---------------|---------------|
| Irvine Boulevard | "LY" St to "Z" St | 6D | 4,800 | 50,431 | 2,800 | EB (AM) | 0.58 | A |
| Irvine Boulevard | "Z" St to "B" St | 6D | 4,800 | 56,822 | 3,300 | WB (PM) | 0.69 | B |

| Roadway | Limits | # of Lanes | Peak Hour Capacity | Refined ADT (WP) | Highest Peak Volumes (WP) | | Peak Hour V/C | Peak Hour LOS |
|------------------|-----------------------|------------|--------------------|------------------|---------------------------|---------|---------------|---------------|
| Irvine Boulevard | "B" St to "LQ" St | 6D | 4,800 | 53,776 | 3,300 | WB (PM) | 0.69 | B |
| Irvine Boulevard | "LQ" St to Alton Pkwy | 6D | 4,800 | 57,976 | 3,400 | WB (PM) | 0.71 | C |
| Trabuco Road | SR-133 Fwy to "O" St | 4D | 3,200 | 37,227 | 1,800 | WB (AM) | 0.56 | A |

Table 7-16 Year 2035 (2011 Approved Project) With Project Peak Hour Intersection LOS Comparison

| Intersection | Control ¹ | AM Peak Hour | | | | | | PM Peak Hour | | | | | | |
|--------------|-------------------------------|--------------|------|--------------|------|---------------|--------|--------------|------|--------------|------|---------------|--------|--|
| | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact | |
| | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | | |
| 1 | "B" St & Driveway 1 | U | n/a | n/a | 0.01 | A | 0.01 | | n/a | n/a | 0.01 | A | 0.01 | |
| 2 | "B" St & Driveway 2 | U | n/a | n/a | 0.09 | A | 0.09 | | n/a | n/a | 0.03 | A | 0.03 | |
| 3 | Driveway 3 & "LQ" St | U | n/a | n/a | 0.06 | A | 0.06 | | n/a | n/a | 0.03 | A | 0.03 | |
| 4 | Driveway 4 & "LQ" St | U | n/a | n/a | 0.05 | A | 0.05 | | n/a | n/a | 0.01 | A | 0.01 | |
| 5 | "LQ" St & Driveway 5 | U | n/a | n/a | 0.09 | A | 0.09 | | n/a | n/a | 0.04 | A | 0.04 | |
| 6 | "LQ" St & Driveway 6 | U | n/a | n/a | 0.60 | A | 0.60 | | n/a | n/a | 0.32 | A | 0.32 | |
| 7 | "LQ" St & Driveway 7 | U | n/a | n/a | 0.00 | A | 0.00 | | n/a | n/a | 0.00 | A | 0.00 | |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.67 | B | 0.67 | B | 0.00 | | 0.64 | B | 0.64 | B | 0.00 | |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.72 | C | 0.73 | C | 0.01 | | 0.72 | C | 0.72 | C | 0.00 | |
| 284 | Jeffrey Rd & Bryan Av | S | 0.75 | C | 0.75 | C | 0.00 | | 0.77 | C | 0.77 | C | 0.00 | |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.68 | B | 0.69 | B | 0.01 | | 0.78 | C | 0.78 | C | 0.00 | |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.43 | A | 0.43 | A | 0.00 | | 0.59 | A | 0.59 | A | 0.00 | |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.79 | C | 0.85 | D | 0.06 | | 0.80 | C | 0.81 | D | 0.01 | |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.81 | D | 0.84 | D | 0.03 | | 0.83 | D | 0.83 | D | 0.01 | |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.86 | D | 0.86 | D | 0.00 | | 0.95 | E | 0.95 | E | 0.00 | |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 1.01 | F | 1.01 | F | 0.00 | | 0.89 | D | 0.89 | D | 0.00 | |
| 444 | Sand Canyon Av & Burt Rd | S | 0.87 | D | 0.87 | D | 0.00 | | 0.86 | D | 0.86 | D | 0.00 | |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.91 | E | 0.91 | E | 0.00 | | 0.78 | C | 0.78 | C | 0.00 | |

| Intersection | Control ¹ | AM Peak Hour | | | | | | PM Peak Hour | | | | | | |
|--------------|-----------------------------------|--------------|------|--------------|------|---------------|--------|--------------|------|--------------|------|---------------|--------|--|
| | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact | |
| | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | | |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.59 | A | 0.68 | B | 0.08 | | 0.65 | B | 0.67 | B | 0.02 | |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.80 | D | 0.94 | E | 0.14 | YES | 0.77 | C | 0.80 | D | 0.03 | |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.90 | D | 0.91 | E | 0.01 | | 0.95 | E | 0.95 | E | 0.00 | |
| 339 | Alton Pkwy & Toledo Way | S | 0.75 | C | 0.76 | C | 0.00 | | 0.65 | B | 0.66 | B | 0.00 | |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.75 | C | 0.76 | C | 0.00 | | 0.60 | B | 0.60 | B | 0.00 | |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.64 | B | 0.64 | B | 0.01 | | 0.83 | D | 0.83 | D | 0.00 | |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.89 | D | 0.89 | D | 0.00 | | 0.65 | B | 0.65 | B | 0.00 | |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.86 | D | 0.86 | D | 0.00 | | 0.96 | E | 0.96 | E | 0.00 | |
| 486 | SR-133 SB Ramps & Trabuco Rd | S | 0.59 | A | 0.59 | A | 0.00 | | 0.61 | B | 0.61 | B | 0.00 | |
| 487 | SR-133 NB Ramps & Trabuco Rd | S | 0.56 | A | 0.56 | A | 0.00 | | 0.69 | B | 0.69 | B | 0.00 | |
| 556 | Ridge Valley & Portola Pkwy | S | 0.56 | A | 0.56 | A | 0.00 | | 0.58 | A | 0.58 | A | 0.00 | |
| 557 | "O" St & "C" St | R | 0.36 | A | 0.36 | A | 0.00 | | 0.24 | A | 0.24 | A | 0.00 | |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.68 | B | 0.80 | C | 0.11 | | 0.80 | D | 0.83 | D | 0.02 | |
| 559 | "O" St & Trabuco Rd | S | 0.83 | D | 0.83 | D | 0.00 | | 0.80 | C | 0.80 | C | 0.00 | |
| 560 | "O" St & Marine Way | S | 0.47 | A | 0.47 | A | 0.00 | | 0.65 | B | 0.65 | B | 0.00 | |
| 563 | "B" St & Irvine Blvd | S | 0.73 | C | 0.90 | D | 0.16 | | 0.76 | C | 0.81 | D | 0.06 | |
| 566 | Marine Way & Barranca Pkwy | S | 0.71 | C | 0.71 | C | 0.00 | | 0.68 | B | 0.68 | B | 0.00 | |
| 567 | Marine Way & Alton Pkwy | S | 0.67 | B | 0.68 | B | 0.00 | | 0.67 | B | 0.67 | B | 0.00 | |
| 569 | Bake Pkwy & Marine Way | S | 0.72 | C | 0.73 | C | 0.00 | | 0.70 | C | 0.70 | C | 0.00 | |
| 571 | Portola Springs & Portola Pkwy | S | 0.61 | B | 0.61 | B | 0.00 | | 0.49 | A | 0.49 | A | 0.00 | |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.73 | C | 0.85 | D | 0.12 | | 0.78 | C | 0.81 | D | 0.03 | |
| 603 | "O" St & "LN" St | S | 0.42 | A | 0.42 | A | 0.00 | | 0.35 | A | 0.35 | A | 0.00 | |
| 605 | "O" St & "LQ" St | R | 0.46 | A | 0.46 | A | 0.00 | | 0.44 | A | 0.44 | A | 0.00 | |
| 608 | "O" St & "LV" St | S | 0.37 | A | 0.37 | A | 0.00 | | 0.35 | A | 0.35 | A | 0.00 | |
| 626 | "LY" St & "LQ" St | R | 0.35 | A | 0.37 | A | 0.01 | | 0.33 | A | 0.33 | A | 0.00 | |
| 627 | "LY" St & Irvine Blvd | S | 0.58 | A | 0.68 | B | 0.10 | | 0.63 | B | 0.65 | B | 0.02 | |
| 631 | "LY" St & Trabuco Rd | U | 0.03 | A | 0.03 | A | 0.00 | | 0.08 | A | 0.08 | A | 0.00 | |

| Intersection | | Control ¹ | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|--------------|---------------------------------|----------------------|--------------|-----|--------------|-----|---------------|--------|--------------|-----|--------------|-----|---------------|--------|
| | | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact |
| | | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | |
| 782 | "A" St & "LQ" St | R | 0.29 | A | 0.35 | A | 0.07 | | 0.32 | A | 0.32 | A | 0.01 | |
| 787 | "Z" St & "LQ" St | U | 0.03 | A | 0.03 | A | 0.00 | | 0.05 | A | 0.05 | A | 0.00 | |
| 790 | "Z" St & Irvine Blvd | S | 0.77 | C | 0.90 | D | 0.13 | | 0.75 | C | 0.78 | C | 0.03 | |
| 798 | "B" St & "LQ" St | S | 0.53 | A | 0.59 | A | 0.06 | | 0.41 | A | 0.46 | A | 0.05 | |
| 799 | "B" St & Marine Way | S | 0.52 | A | 0.53 | A | 0.00 | | 0.59 | A | 0.59 | A | 0.00 | |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.87 | D | 0.94 | E | 0.07 | YES | 0.80 | C | 0.84 | D | 0.05 | |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout

Table 7-17 Year 2035 (2012 Modified Project Option 1) Peak Hour Intersection LOS Comparison

| Intersection | Control ¹ | AM Peak Hour | | | | | | PM Peak Hour | | | | | | |
|--------------|--------------------------------|--------------|------|--------------|------|---------------|--------|--------------|------|--------------|------|---------------|--------|--|
| | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact | |
| | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | | |
| 1 | "B" St & Driveway 1 | U | n/a | n/a | 0.01 | A | 0.01 | | n/a | n/a | 0.01 | A | 0.01 | |
| 2 | "B" St & Driveway 2 | U | n/a | n/a | 0.08 | A | 0.08 | | n/a | n/a | 0.02 | A | 0.02 | |
| 3 | Driveway 3 & "LQ" St | U | n/a | n/a | 0.06 | A | 0.06 | | n/a | n/a | 0.03 | A | 0.03 | |
| 4 | Driveway 4 & "LQ" St | U | n/a | n/a | 0.10 | A | 0.10 | | n/a | n/a | 0.02 | A | 0.02 | |
| 5 | "LQ" St & Driveway 5 | U | n/a | n/a | 0.08 | A | 0.08 | | n/a | n/a | 0.04 | A | 0.04 | |
| 6 | "LQ" St & Driveway 6 | U | n/a | n/a | 0.47 | A | 0.47 | | n/a | n/a | 0.14 | A | 0.14 | |
| 7 | "LQ" St & Driveway 7 | U | n/a | n/a | 0.00 | A | 0.00 | | n/a | n/a | 0.00 | A | 0.00 | |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.79 | C | 0.66 | B | -0.13 | | 0.76 | C | 0.76 | C | 0.00 | |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.74 | C | 0.74 | C | 0.00 | | 0.72 | C | 0.72 | C | 0.00 | |
| 284 | Jeffrey Rd & Bryan Av | S | 0.76 | C | 0.76 | C | 0.00 | | 0.70 | B | 0.70 | B | 0.00 | |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.69 | B | 0.69 | B | 0.00 | | 0.78 | C | 0.78 | C | 0.00 | |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.44 | A | 0.44 | A | 0.00 | | 0.60 | A | 0.60 | A | 0.00 | |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.77 | C | 0.79 | C | 0.02 | | 0.79 | C | 0.79 | C | 0.01 | |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.80 | D | 0.82 | D | 0.02 | | 0.82 | D | 0.83 | D | 0.00 | |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.93 | E | 0.93 | E | 0.00 | | 1.02 | F | 1.02 | F | 0.00 | |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 1.02 | F | 1.02 | F | 0.00 | | 0.93 | E | 0.93 | E | 0.00 | |
| 444 | Sand Canyon Av & Burt Rd | S | 0.89 | D | 0.89 | D | 0.00 | | 0.88 | D | 0.88 | D | 0.00 | |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.89 | D | 0.89 | D | 0.00 | | 0.79 | C | 0.79 | C | 0.00 | |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.55 | A | 0.57 | A | 0.01 | | 0.64 | B | 0.65 | B | 0.02 | |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.61 | B | 0.74 | C | 0.13 | | 0.79 | C | 0.82 | D | 0.03 | |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.92 | E | 0.92 | E | 0.00 | | 0.94 | E | 0.94 | E | 0.00 | |
| 339 | Alton Pkwy & Toledo Way | S | 0.86 | D | 0.86 | D | 0.00 | | 0.70 | B | 0.70 | C | 0.00 | |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.75 | C | 0.75 | C | 0.00 | | 0.59 | A | 0.59 | A | 0.00 | |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.63 | B | 0.64 | B | 0.01 | | 0.79 | C | 0.79 | C | 0.00 | |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.87 | D | 0.87 | D | 0.00 | | 0.66 | B | 0.66 | B | 0.00 | |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.87 | D | 0.87 | D | 0.00 | | 0.97 | E | 0.97 | E | 0.00 | |

| Intersection | Control ¹ | AM Peak Hour | | | | | | PM Peak Hour | | | | | | |
|--------------|-----------------------------------|--------------|------|--------------|------|---------------|--------|--------------|------|--------------|------|---------------|--------|--|
| | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact | |
| | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | | |
| 486 | SR-133 SB Ramps & Trabuco Rd | S | 0.60 | B | 0.60 | B | 0.00 | | 0.62 | B | 0.62 | B | 0.00 | |
| 487 | SR-133 NB Ramps & Trabuco Rd | S | 0.59 | A | 0.59 | A | 0.00 | | 0.70 | C | 0.70 | C | 0.00 | |
| 556 | Ridge Valley & Portola Pkwy | S | 0.58 | A | 0.58 | A | 0.00 | | 0.56 | A | 0.56 | A | 0.00 | |
| 557 | "O" St & "C" St | S | 0.33 | A | 0.33 | A | 0.00 | | 0.26 | A | 0.26 | A | 0.00 | |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.59 | A | 0.67 | B | 0.08 | | 0.78 | C | 0.80 | D | 0.02 | |
| 559 | "O" St & Trabuco Rd | S | 0.89 | D | 0.89 | D | 0.00 | | 0.77 | C | 0.77 | C | 0.00 | |
| 560 | "O" St & Marine Way | S | 0.55 | A | 0.55 | A | 0.00 | | 0.66 | B | 0.66 | B | 0.00 | |
| 563 | "B" St & Irvine Blvd | S | 0.59 | A | 0.74 | C | 0.15 | | 0.72 | C | 0.77 | C | 0.05 | |
| 566 | Marine Way & Barranca Pkwy | S | 0.68 | B | 0.68 | B | 0.00 | | 0.64 | B | 0.65 | B | 0.00 | |
| 567 | Marine Way & Alton Pkwy | S | 0.70 | C | 0.71 | C | 0.00 | | 0.63 | B | 0.63 | B | 0.00 | |
| 569 | Bake Pkwy & Marine Way | S | 0.83 | D | 0.84 | D | 0.00 | | 0.76 | C | 0.76 | C | 0.00 | |
| 571 | Portola Springs & Portola Pkwy | S | 0.60 | A | 0.60 | B | 0.00 | | 0.50 | A | 0.51 | A | 0.00 | |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.62 | B | 0.71 | C | 0.09 | | 0.76 | C | 0.78 | C | 0.02 | |
| 603 | "O" St & "LN" St | S | 0.39 | A | 0.39 | A | 0.00 | | 0.33 | A | 0.33 | A | 0.00 | |
| 605 | "O" St & "LQ" St | R | 0.46 | A | 0.46 | A | 0.00 | | 0.40 | A | 0.41 | A | 0.00 | |
| 608 | "O" St & "LV" St | S | 0.35 | A | 0.35 | A | 0.00 | | 0.34 | A | 0.34 | A | 0.00 | |
| 626 | "LY" St & "LQ" St | R | 0.41 | A | 0.42 | A | 0.02 | | 0.39 | A | 0.39 | A | 0.00 | |
| 627 | "LY" St & Irvine Blvd | S | 0.50 | A | 0.57 | A | 0.08 | | 0.62 | B | 0.63 | B | 0.02 | |
| 631 | "LY" St & Trabuco Rd | U | 0.03 | A | 0.03 | A | 0.00 | | 0.10 | A | 0.10 | A | 0.00 | |
| 782 | "A" St & "LQ" St | R | 0.33 | A | 0.35 | A | 0.02 | | 0.36 | A | 0.37 | A | 0.01 | |
| 787 | "Z" St & "LQ" St | U | 0.01 | A | 0.02 | A | 0.01 | | 0.02 | A | 0.02 | A | 0.00 | |
| 790 | "Z" St & Irvine Blvd | S | 0.65 | B | 0.75 | C | 0.10 | | 0.73 | C | 0.76 | C | 0.02 | |
| 798 | "B" St & "LQ" St | S | 0.33 | A | 0.46 | A | 0.13 | | 0.40 | A | 0.41 | A | 0.01 | |
| 799 | "B" St & Marine Way | S | 0.77 | C | 0.77 | C | 0.00 | | 0.70 | C | 0.71 | C | 0.00 | |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.81 | D | 0.82 | D | 0.01 | | 0.74 | C | 0.74 | C | 0.00 | |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout

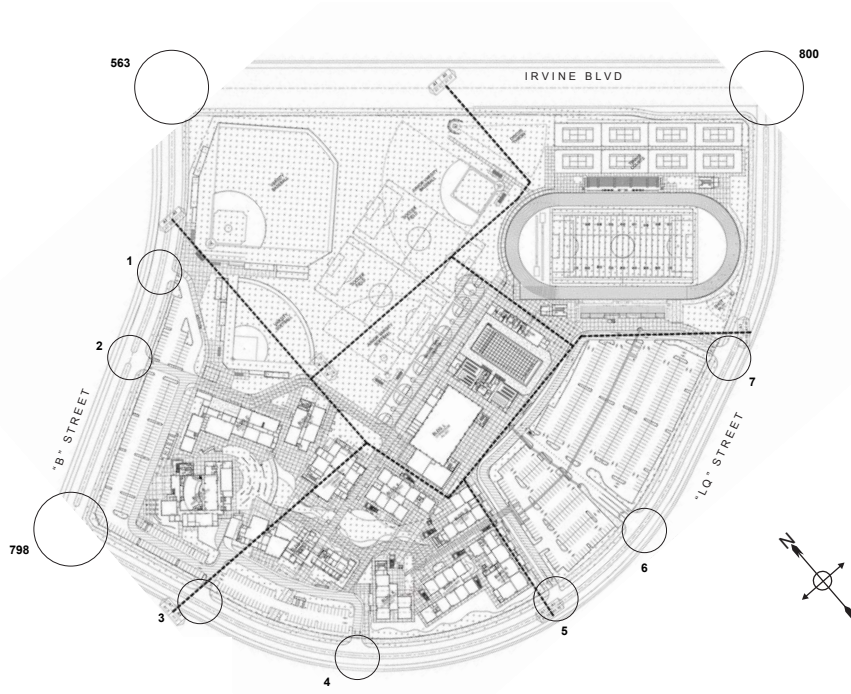
Table 7-18 Year 2035 (2012 Modified Project Option 2) Peak Hour Intersection LOS Comparison

| Intersection | | Control ¹ | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|--------------|--------------------------------|----------------------|--------------|-----|--------------|-----|---------------|--------|--------------|-----|--------------|-----|---------------|--------|
| | | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact |
| | | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | |
| 1 | "B" St & Driveway 1 | U | n/a | n/a | 0.01 | A | 0.01 | | n/a | n/a | 0.01 | A | 0.01 | |
| 2 | "B" St & Driveway 2 | U | n/a | n/a | 0.08 | A | 0.08 | | n/a | n/a | 0.02 | A | 0.02 | |
| 3 | Driveway 3 & "LQ" St | U | n/a | n/a | 0.06 | A | 0.06 | | n/a | n/a | 0.03 | A | 0.03 | |
| 4 | Driveway 4 & "LQ" St | U | n/a | n/a | 0.10 | A | 0.10 | | n/a | n/a | 0.02 | A | 0.02 | |
| 5 | "LQ" St & Driveway 5 | U | n/a | n/a | 0.08 | A | 0.08 | | n/a | n/a | 0.04 | A | 0.04 | |
| 6 | "LQ" St & Driveway 6 | U | n/a | n/a | 0.47 | A | 0.47 | | n/a | n/a | 0.14 | A | 0.14 | |
| 7 | "LQ" St & Driveway 7 | U | n/a | n/a | 0.00 | A | 0.00 | | n/a | n/a | 0.00 | A | 0.00 | |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.67 | B | 0.67 | B | 0.00 | | 0.64 | B | 0.64 | B | 0.00 | |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.74 | C | 0.74 | C | 0.00 | | 0.71 | C | 0.72 | C | 0.00 | |
| 284 | Jeffrey Rd & Bryan Av | S | 0.76 | C | 0.76 | C | 0.00 | | 0.78 | C | 0.78 | C | 0.00 | |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.66 | B | 0.66 | B | 0.00 | | 0.78 | C | 0.78 | C | 0.00 | |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.44 | A | 0.44 | A | 0.00 | | 0.60 | A | 0.60 | A | 0.00 | |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.77 | C | 0.79 | C | 0.02 | | 0.79 | C | 0.79 | C | 0.01 | |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.80 | D | 0.82 | D | 0.02 | | 0.82 | D | 0.83 | D | 0.00 | |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.92 | E | 0.92 | E | 0.00 | | 0.96 | E | 0.96 | E | 0.00 | |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 1.08 | F | 1.08 | F | 0.00 | | 0.96 | E | 0.96 | E | 0.00 | |
| 444 | Sand Canyon Av & Burt Rd | S | 0.89 | D | 0.89 | D | 0.00 | | 0.88 | D | 0.88 | D | 0.00 | |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.89 | D | 0.89 | D | 0.00 | | 0.79 | C | 0.80 | C | 0.00 | |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.51 | A | 0.57 | A | 0.06 | | 0.61 | B | 0.62 | B | 0.02 | |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.63 | B | 0.76 | C | 0.13 | | 0.83 | D | 0.86 | D | 0.03 | |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.91 | E | 0.93 | E | 0.02 | | 0.94 | E | 0.94 | E | 0.00 | |
| 339 | Alton Pkwy & Toledo Way | S | 0.86 | D | 0.86 | D | 0.00 | | 0.70 | B | 0.70 | B | 0.00 | |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.75 | C | 0.75 | C | 0.00 | | 0.59 | A | 0.59 | A | 0.00 | |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.63 | B | 0.64 | B | 0.01 | | 0.80 | C | 0.80 | C | 0.00 | |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.88 | D | 0.89 | D | 0.00 | | 0.63 | B | 0.63 | B | 0.00 | |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.87 | D | 0.87 | D | 0.00 | | 0.93 | E | 0.93 | E | 0.00 | |

| Intersection | | Control ¹ | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|--------------|-----------------------------------|----------------------|--------------|-----|--------------|-----|---------------|--------|--------------|-----|--------------|-----|---------------|--------|
| | | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact |
| | | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | |
| 486 | SR-133 SB Ramps & Trabuco Rd | S | 0.62 | B | 0.62 | B | 0.00 | | 0.62 | B | 0.64 | B | 0.03 | |
| 487 | SR-133 NB Ramps & Trabuco Rd | S | 0.57 | A | 0.57 | A | 0.00 | | 0.73 | C | 0.73 | C | 0.00 | |
| 556 | Ridge Valley & Portola Pkwy | S | 0.58 | A | 0.58 | A | 0.00 | | 0.56 | A | 0.56 | A | 0.00 | |
| 557 | "O" St & "C" St | R | 0.33 | A | 0.33 | A | 0.00 | | 0.26 | A | 0.26 | A | 0.00 | |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.59 | A | 0.67 | B | 0.08 | | 0.78 | C | 0.80 | D | 0.02 | |
| 559 | "O" St & Trabuco Rd | S | 0.89 | D | 0.89 | D | 0.00 | | 0.77 | C | 0.77 | C | 0.00 | |
| 560 | "O" St & Marine Way | S | 0.55 | A | 0.55 | A | 0.00 | | 0.66 | B | 0.66 | B | 0.00 | |
| 563 | "B" St & Irvine Blvd | S | 0.59 | A | 0.74 | C | 0.15 | | 0.72 | C | 0.76 | C | 0.04 | |
| 566 | Marine Way & Barranca Pkwy | S | 0.69 | B | 0.69 | B | 0.00 | | 0.64 | B | 0.65 | B | 0.00 | |
| 567 | Marine Way & Alton Pkwy | S | 0.70 | C | 0.70 | C | 0.00 | | 0.63 | B | 0.63 | B | 0.00 | |
| 569 | Bake Pkwy & Marine Way | S | 0.83 | D | 0.84 | D | 0.00 | | 0.76 | C | 0.76 | C | 0.00 | |
| 571 | Portola Springs & Portola Pkwy | S | 0.60 | B | 0.60 | B | 0.00 | | 0.50 | A | 0.50 | A | 0.00 | |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.62 | B | 0.71 | C | 0.09 | | 0.76 | C | 0.78 | C | 0.02 | |
| 603 | "O" St & "LN" St | S | 0.39 | A | 0.39 | A | 0.00 | | 0.32 | A | 0.32 | A | 0.00 | |
| 605 | "O" St & "LQ" St | R | 0.45 | A | 0.45 | A | 0.00 | | 0.42 | A | 0.42 | A | 0.00 | |
| 608 | "O" St & "LV" St | S | 0.35 | A | 0.35 | A | 0.00 | | 0.37 | A | 0.37 | A | 0.00 | |
| 626 | "LY" St & "LQ" St | R | 0.41 | A | 0.42 | A | 0.01 | | 0.38 | A | 0.38 | A | 0.00 | |
| 627 | "LY" St & Irvine Blvd | S | 0.50 | A | 0.57 | A | 0.08 | | 0.62 | B | 0.63 | B | 0.02 | |
| 631 | "LY" St & Trabuco Rd | U | 0.02 | A | 0.02 | A | 0.00 | | 0.10 | A | 0.10 | A | 0.00 | |
| 782 | "A" St & "LQ" St | R | 0.34 | A | 0.36 | A | 0.02 | | 0.37 | A | 0.37 | A | 0.01 | |
| 787 | "Z" St & "LQ" St | U | 0.01 | A | 0.02 | A | 0.01 | | 0.03 | A | 0.03 | A | 0.00 | |
| 790 | "Z" St & Irvine Blvd | S | 0.65 | B | 0.75 | C | 0.10 | | 0.74 | C | 0.76 | C | 0.02 | |
| 798 | "B" St & "LQ" St | S | 0.33 | A | 0.47 | A | 0.13 | | 0.40 | A | 0.41 | A | 0.01 | |
| 799 | "B" St & Marine Way | S | 0.77 | C | 0.77 | C | 0.00 | | 0.70 | C | 0.71 | C | 0.00 | |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.81 | D | 0.82 | D | 0.01 | | 0.74 | C | 0.75 | C | 0.00 | |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout

Figure 7.4 Year 2035 Peak Hour Volumes - 2011 Approved Project - With Project



| | | | |
|---|---|---|---|
| <p>N/S Street: "B" St E/W Street: Driveway 1</p> <pre> 600/188 0/0 0/0 0/0 0/0 0/0 0/0 0/0 0/0 208/372 </pre> | <p>N/S Street: Sand Canyon Ave E/W Street: Driveway 2</p> <pre> 466/159 0/0 134/29 0/0 42/21 0/0 0/0 0/0 17/9 0/0 0/0 148/329 </pre> | <p>N/S Street: Driveway 3 E/W Street: "LQ" St</p> <pre> 42/21 0/0 45/10 15/3 522/303 340/364 0/0 0/0 0/0 0/0 0/0 0/0 </pre> | <p>N/S Street: Driveway 4 E/W Street: "LQ" St</p> <pre> 10/5 0/0 59/13 3/2 462/291 344/362 0/0 0/0 0/0 0/0 0/0 0/0 </pre> |
| <p>N/S Street: "LQ" St E/W Street: Driveway 5</p> <pre> 469/384 0/0 0/0 0/0 0/0 52/27 0/0 0/0 0/0 466/293 </pre> | <p>N/S Street: "LQ" St E/W Street: Driveway 6</p> <pre> 448/373 171/37 0/0 154/79 0/0 0/0 0/0 21/11 0/0 74/13 0/0 321/649 </pre> | <p>N/S Street: "LQ" St E/W Street: Driveway 7</p> <pre> 745/443 223/48 0/0 0/0 0/0 0/0 0/0 0/0 0/0 0/13 0/0 475/728 </pre> | <p>N/S Street: "B" St E/W Street: Irvine Blvd</p> <pre> 0/0 0/0 0/0 0/0 3282/2019 563 2163/3222 417/96 183/91 166/224 48/152 0/0 0/0 </pre> |
| <p>N/S Street: "Z" St E/W Street: "LQ" St</p> <pre> 0/0 23/1 11/3 11/55 7/2 526/304 787 287/382 0/0 0/0 0/0 0/0 </pre> | <p>N/S Street: "Z" St E/W Street: Irvine Blvd</p> <pre> 34/20 135/80 219/64 39/82 36/114 3371/1998 790 2241/3206 68/70 50/95 54/71 85/55 8/25 </pre> | <p>N/S Street: "B" St E/W Street: "LQ" St</p> <pre> 356/119 17/9 89/19 7/2 101/48 476/286 798 270/333 55/19 11/4 8/42 1/8 54/283 </pre> | <p>N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd</p> <pre> 83/31 34/29 137/74 25/38 54/176 2869/2054 800 2130/3035 531/168 480/324 196/236 254/411 24/82 </pre> |
| <p>N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd</p> <pre> 0/0 426/225 242/184 0/0 0/0 856/1162 486 1341/1369 421/374 376/359 0/0 0/0 0/0 0/0 </pre> | <p>N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd</p> <pre> 0/0 0/0 0/0 0/0 0/0 1065/1134 487 1416/1281 53/214 141/303 297/445 594/557 0/0 </pre> | | |

LEGEND

- Study Intersection - Signalized
- Study Intersection - Unsignalized
- Study Intersection - Roundabout
- # Study Intersection Number
- ## ↕ Turning Movement Volume
- ##/## AM Peak Hour/PM Peak Hour

Figure 7.4 Year 2035 Peak Hour Volumes - 2011 Approved Project - With Project

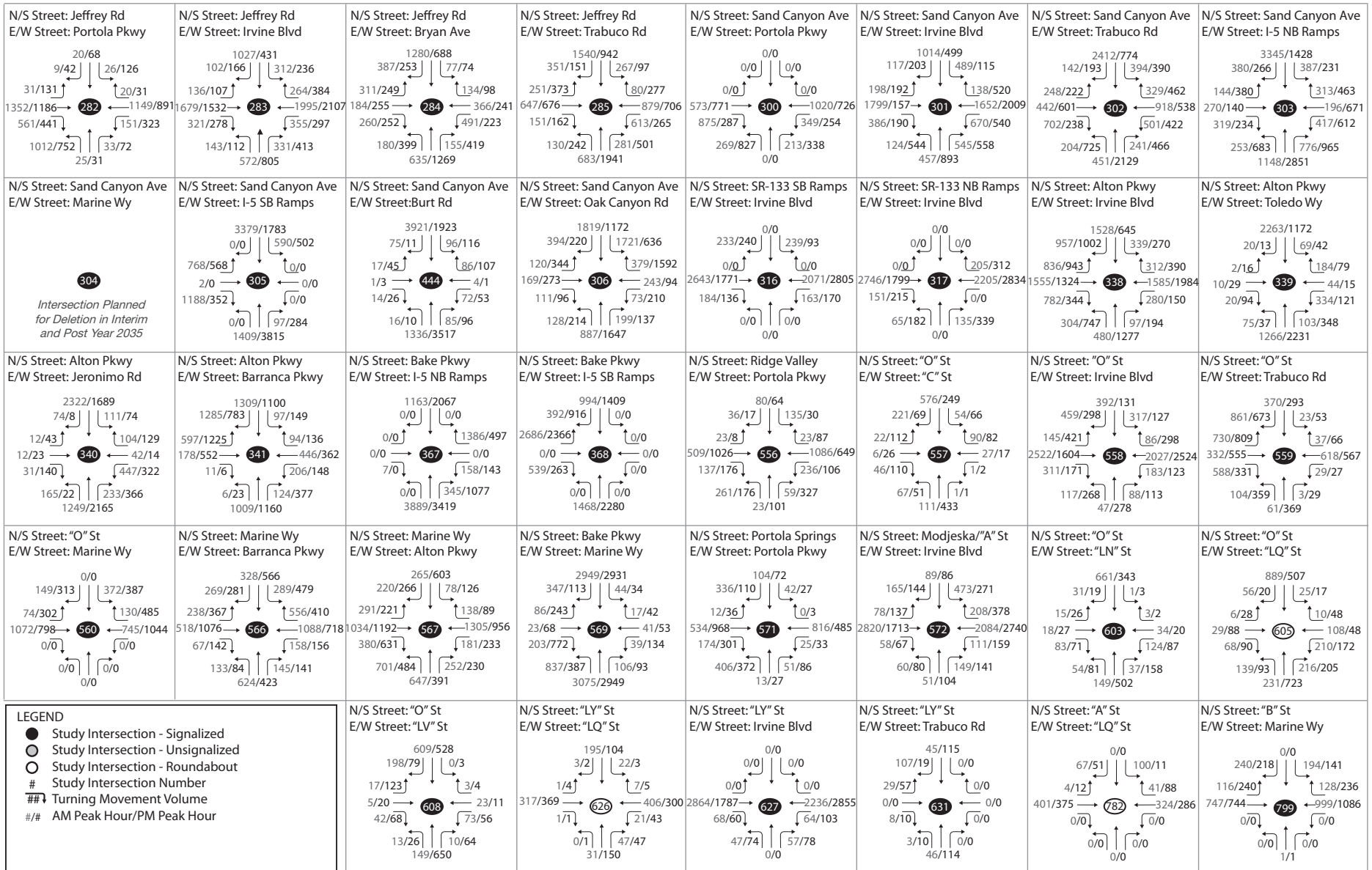
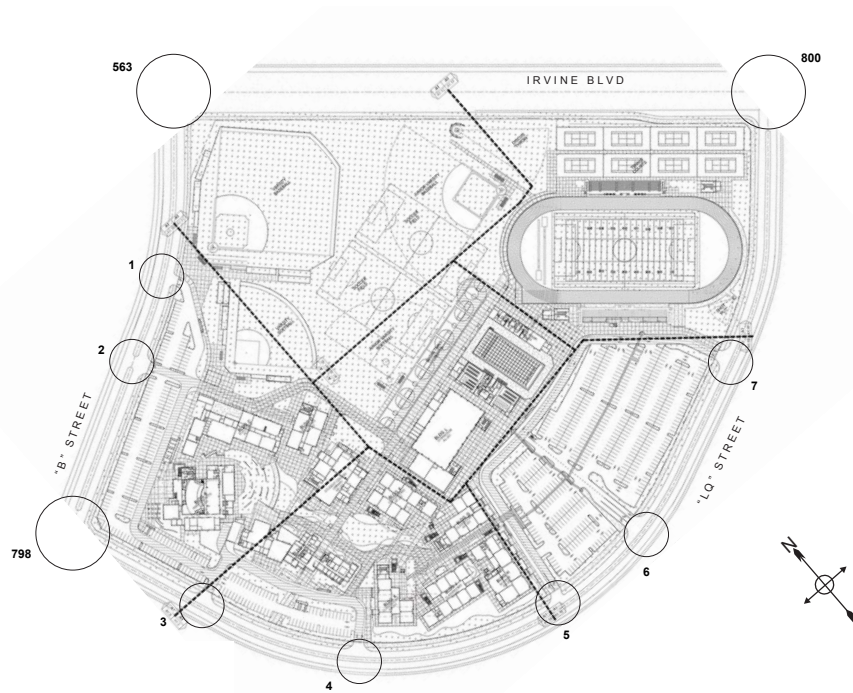


Figure 7.5 Year 2035 Peak Hour Volumes - 2012 Modified Project Option 1 - With Project



| | | | |
|---|---|---|--|
| <p>N/S Street: "B" St E/W Street: Driveway 1</p> <p>388/215 0/0 ↓ 0/0 0/0 → 1 ← 0/0 0/0 ↓ 7/2 152/260</p> | <p>N/S Street: Sand Canyon Ave E/W Street: Driveway 2</p> <p>388/215 0/0 ↓ 111/24 0/0 → 2 ← 0/0 0/0 ↓ 21/11 0/0 ↑ 30/0</p> | <p>N/S Street: Driveway 3 E/W Street: "LQ" St</p> <p>42/21 ↓ 0/0 45/10 ↓ 15/3 292/368 → 3 ← 388/291 0/0 ↓ 0/0 0/0 ↑ 0/0</p> | <p>N/S Street: Driveway 4 E/W Street: "LQ" St</p> <p>7/5 ↓ 14/7 45/10 ↓ 30/10 292/368 → 4 ← 388/291 3/4 ↓ 7/5 7/2 ↑ 22/3 30/3</p> |
| <p>N/S Street: "LQ" St E/W Street: Driveway 5</p> <p>340/287 0/0 ↓ 0/0 0/0 → 5 ← 0/0 56/29 ↓ 0/0 0/0 ↑ 292/368</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 6</p> <p>340/287 74/24 ↓ 0/0 105/55 ↓ 0/0 14/9 → 6 ← 45/6 28/9 ↓ 7/2 89/14 ↓ 3/4 294/295</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 7</p> <p>304/283 223/48 ↓ 0/0 0/0 → 7 ← 0/0 0/0 ↓ 0/0 0/0 ↑ 294/295</p> | <p>N/S Street: "B" St E/W Street: Irvine Blvd</p> <p>0/0 ↓ 0/0 0/0 → 563 ← 0/0 2685/1714 → 563 ← 1817/3080 253/117 ↓ 125/98 136/184 ↑ 68/185 0/0</p> |
| <p>N/S Street: "Z" St E/W Street: "LQ" St</p> <p>0/0 4/1 ↓ 7/2 12/19 → 787 ← 344/335 0/0 ↓ 0/0 0/0 ↑ 0/0</p> | <p>N/S Street: "Z" St E/W Street: Irvine Blvd</p> <p>36/18 139/85 ↓ 181/58 42/79 ↓ 26/100 2717/1821 → 790 ← 1840/3061 42/68 ↓ 52/86 57/54 ↓ 75/38 8/15</p> | <p>N/S Street: "B" St E/W Street: "LQ" St</p> <p>115/164 7/18 ↓ 78/19 24/4 ↓ 101/39 277/353 → 798 ← 321/277 41/25 ↓ 10/7 19/40 ↓ 22/5 125/136</p> | <p>N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd</p> <p>34/22 48/41 ↓ 166/69 22/70 → 800 ← 61/182 2720/1755 → 800 ← 1795/2963 297/73 ↓ 139/190 98/88 ↑ 217/148 14/48</p> |
| <p>N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd</p> <p>462/143 ↓ 0/0 0/0 → 486 ← 293/169 0/0 ↓ 0/0 741/1285 → 486 ← 1337/1343 377/324 ↓ 431/398 0/0 ↑ 0/0</p> | <p>N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd</p> <p>0/0 ↓ 0/0 0/0 → 487 ← 0/0 0/0 ↓ 0/0 1014/1176 → 487 ← 1490/1247 41/279 ↓ 131/324 277/498 ↑ 602/547 0/0</p> | | |

LEGEND

- Study Intersection - Signalized
- Study Intersection - Unsignalized
- Study Intersection - Roundabout
- # Study Intersection Number
- ## ↓ Turning Movement Volume
- ##/## AM Peak Hour/PM Peak Hour

Figure 7.5 Year 2035 Peak Hour Volumes - 2012 Modified Project Option 1 - With Project

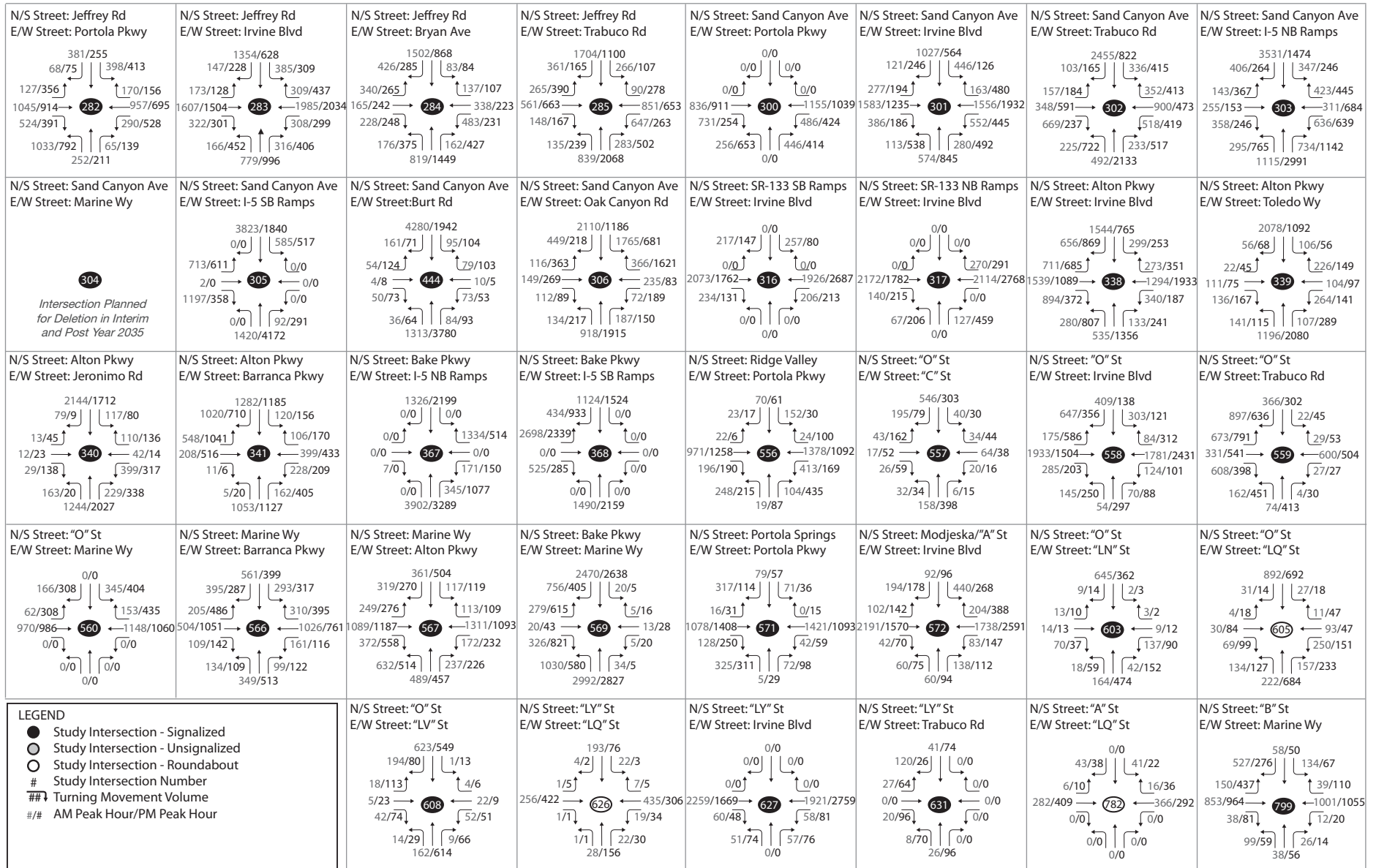
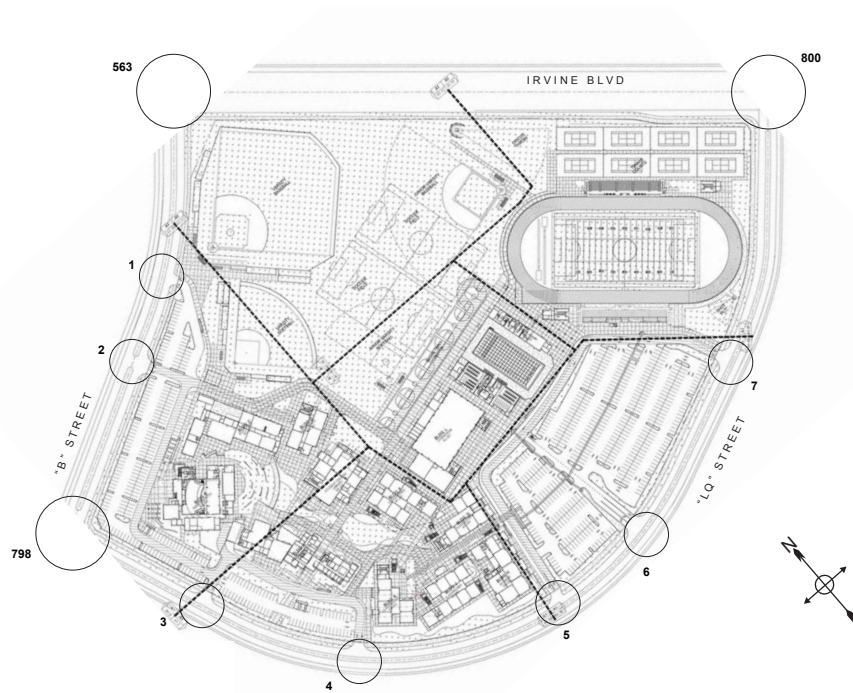


Figure 7.6 Year 2035 Peak Hour Volumes - 2012 Modified Project Option 2 - With Project

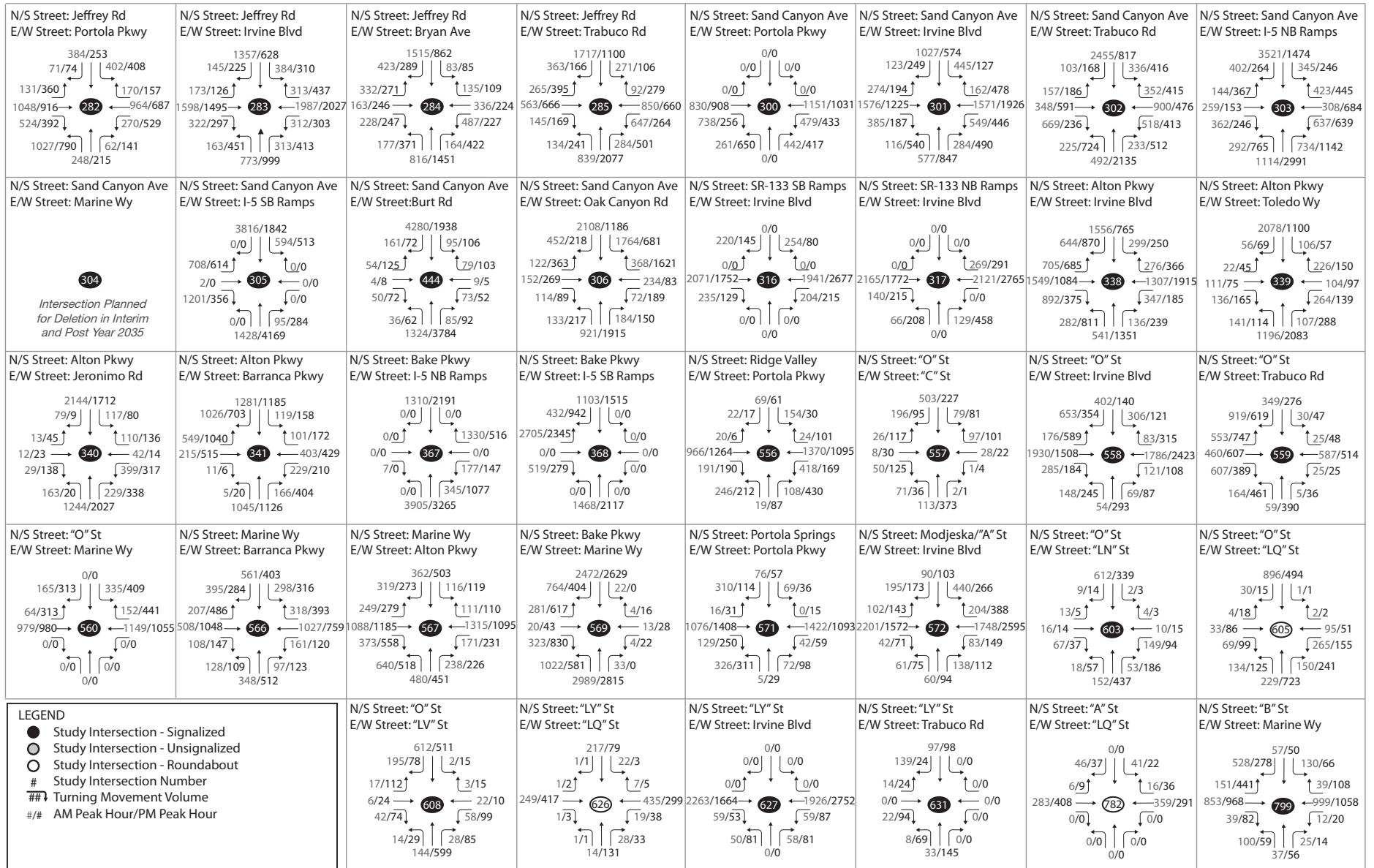


| | | | |
|--|---|---|--|
| <p>N/S Street: "B" St E/W Street: Driveway 1</p> <p>388/215 0/0 ↓ 0/0 0/0 → 1 ← 0/0 0/0 ↓ 7/2 152/260</p> | <p>N/S Street: Sand Canyon Ave E/W Street: Driveway 2</p> <p>388/215 0/0 ↓ 111/24 0/0 → 2 ← 0/0 0/0 ↓ 21/11 172/158</p> | <p>N/S Street: Driveway 3 E/W Street: "LQ" St</p> <p>42/21 ↓ 0/0 45/10 → 3 ← 388/290 0/0 ↓ 0/0 0/0</p> | <p>N/S Street: Driveway 4 E/W Street: "LQ" St</p> <p>7/5 ↓ 14/7 45/10 → 4 ← 388/290 3/4 ↓ 7/5 7/2 ↓ 22/3 30/3</p> |
| <p>N/S Street: "LQ" St E/W Street: Driveway 5</p> <p>340/285 0/0 ↓ 0/0 0/0 → 5 ← 0/0 56/29 ↓ 0/0 293/370</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 6</p> <p>340/285 74/24 ↓ 0/0 105/55 → 6 ← 45/6 14/9 ↓ 28/9 89/14 ↑ 3/4 294/294</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 7</p> <p>304/2883 223/48 ↓ 0/0 0/0 → 7 ← 0/0 0/29 ↓ 0/0 294/370</p> | <p>N/S Street: "B" St E/W Street: Irvine Blvd</p> <p>0/0 ↓ 0/0 0/0 → 563 ← 0/0 2694/2694 → 563 ← 1829/1829 243/243 ↓ 123/123 136/184 ↑ 69/85 0/0</p> |
| <p>N/S Street: "Z" St E/W Street: "LQ" St</p> <p>0/0 3/1 ↓ 7/2 12/19 → 787 ← 336/334 0/0 ↓ 0/0 0/0</p> | <p>N/S Street: "Z" St E/W Street: Irvine Blvd</p> <p>36/18 139/85 ↓ 181/58 42/79 → 790 ← 1851/3061 42/68 ↓ 52/86 57/54 ↑ 75/38 8/15</p> | <p>N/S Street: "B" St E/W Street: "LQ" St</p> <p>115/161 7/18 ↓ 78/19 23/3 → 798 ← 101/39 277/354 → 798 ← 313/277 41/26 ↓ 10/7 19/40 ↑ 22/5 125/136</p> | <p>N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd</p> <p>36/22 50/41 ↓ 165/69 23/70 → 800 ← 60/182 2724/1755 → 800 ← 1802/2963 297/73 ↓ 137/190 98/88 ↑ 213/148 14/48</p> |
| <p>N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd</p> <p>455/143 ↓ 0/0 0/0 → 486 ← 1334/1343 374/324 ↓ 445/398 0/0</p> | <p>N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd</p> <p>0/0 ↓ 0/0 0/0 → 487 ← 1499/1254 41/275 ↓ 131/329 279/491 ↑ 613/554 0/0</p> | | |

LEGEND

- Study Intersection - Signalized
- Study Intersection - Unsignalized
- Study Intersection - Roundabout
- # Study Intersection Number
- ## ↓ Turning Movement Volume
- ##/## AM Peak Hour/PM Peak Hour

Figure 7.6 Year 2035 Peak Hour Volumes - 2012 Modified Project Option 2 - With Project



7.1.3 Post-2035

Post-2035 with project ADT volumes on study area arterials are listed in Table 7-13. Table 7-14 includes a summary of the Post-2035 (2012 Modified Project Option 1) with project, and Table 7-15 includes the Post-2035 (2012 Modified Project Option 2) with project analysis summary results.

Post-2035 With Project (2011 Approved Project) deficient segment locations includes:

- Sand Canyon Avenue: Portola Parkway to Irvine Boulevard - LOS E
- Sand Canyon Avenue: Trabuco Road to Marine Way - LOS E
- Portola Parkway: Jeffrey Road to Sand Canyon Avenue - LOS E
- Irvine Boulevard: "Z" Street to "B" Street - LOS E
- Irvine Boulevard: "B" Street to "LQ" Street – LOS E
- Irvine Boulevard: "LQ" Street to Alton Parkway - LOS F
- Trabuco Road: SR-133 Freeway to "O" Street – LOS F

Post-2035 With Project (2012 Modified Project Options 1 and 2) deficient segment locations include:

- Sand Canyon Avenue: Trabuco Road to Marine Way - LOS E
- Portola Parkway: Jeffrey Road to Sand Canyon Avenue - LOS E
- Irvine Boulevard: "Z" Street to "B" Street - LOS E
- Irvine Boulevard: "B" Street to "LQ" Street – LOS E
- Irvine Boulevard: "LQ" Street to Alton Parkway - LOS F
- Trabuco Road: SR-133 Freeway to "O" Street – LOS F

Post-2035 with project intersection volumes are shown in Figure 7.7. Figures 7.8 and 7.9 show the Post-2035 (2012 Modified Project Options 1 and 2), respectively. A summary of the level of service intersection analysis results for the Post-2035 with project condition is included in Table 7-16. Table 7-17 includes a summary of the 2035 (2012 Modified Project Option 1) with project, and Table 7-18 includes the Post-2035 (2012 Modified Project Option 2) with project analysis summary results.

Post-2035 With Project (2011 Approved Project) deficient intersection locations:

- Sand Canyon Avenue and I-5 NB Ramps (#303) - LOS E, PM
- Sand Canyon Avenue and I-5 SB Ramps (#305) - LOS F, AM and LOS E, PM
- Sand Canyon Avenue and Burt Road (#444) - LOS E, AM and PM
- Sand Canyon Avenue and Oak Canyon Road (#306) - LOS E, AM
- SR-133 Northbound Ramps and Irvine Boulevard (#317) – LOS E, AM
- "A-02" Street/"LQ" Street and Irvine Boulevard (#800) - LOS E, AM

Post-2035 (2012 Modified Project Options 1 and 2) With Project deficient intersection locations:

- Sand Canyon Avenue and I-5 NB Ramps (#303) - LOS E, AM and PM
- Sand Canyon Avenue and I-5 SB Ramps (#305) - LOS F, AM and LOS E, PM
- Sand Canyon Avenue and Burt Road (#444) - LOS E, AM and PM
- Sand Canyon Avenue and Oak Canyon Road (#306) - LOS E, AM

Table 7-19 Post-2035 (2011 Approved Project) Arterial Level of Service

| # | Street Name | Limits | # Lanes | Capacity | Post-2035 NP ADT | | | Post-2035 WP ADT | | |
|----|----------------|--------------------------------|---------|----------|------------------|-------|-----|------------------|-------|-----|
| | | | | | ADT | V/C | LOS | ADT | V/C | LOS |
| 1 | Jeffrey Rd | Irvine Blvd to Bryan Av | 6D | 54000 | 37,733 | 0.700 | B | 37,863 | 0.700 | B |
| 2 | Sand Canyon Av | Portola Pkwy to Irvine Blvd | 4D | 32000 | 28,921 | 0.900 | D | 29,141 | 0.910 | E |
| 3 | Sand Canyon Av | Irvine Blvd to Trabuco Rd | 6D | 54000 | 29,933 | 0.550 | A | 31,263 | 0.580 | A |
| 4 | Sand Canyon Av | Trabuco Rd to Marine Way | 8D | 72000 | 67,214 | 0.930 | E | 67,344 | 0.940 | E |
| 5 | Sand Canyon Av | Marine Way to Oak Canyon Rd | 8D | 72000 | 56,982 | 0.790 | C | 57,022 | 0.790 | C |
| 6 | Alton Pkwy | Irvine Blvd to Toledo Wy | 6D | 54000 | 34,462 | 0.640 | B | 34,682 | 0.640 | B |
| 7 | Alton Pkwy | Toledo Wy to Jeronimo Rd | 6D | 54000 | 37,690 | 0.700 | B | 37,910 | 0.700 | B |
| 8 | Alton Pkwy | Jeronimo Rd to Barranca Pkwy | 6D | 54000 | 45,706 | 0.850 | D | 45,926 | 0.850 | D |
| 9 | Portola Pkwy | Jeffrey Rd to Sand Canyon Av | 4D | 32000 | 29,653 | 0.930 | E | 29,693 | 0.930 | E |
| 10 | Portola Pkwy | Sand Canyon Av to Ridge Valley | 4D | 32000 | 25,510 | 0.800 | C | 25,550 | 0.800 | C |
| 11 | Portola Pkwy | Ridge Valley to Modjeska | 4D | 32000 | 28,200 | 0.880 | D | 28,290 | 0.880 | D |
| 12 | Irvine Blvd | Jeffrey Rd to Sand Canyon Av | 6D | 54000 | 38,110 | 0.710 | C | 39,090 | 0.720 | C |
| 13 | Irvine Blvd | Sand Canyon Av to SR-133 Fwy | 6D | 54000 | 39,369 | 0.730 | C | 41,679 | 0.770 | C |
| 14 | Irvine Blvd | SR-133 Fwy to Ridge Valley | 6D | 54000 | 42,908 | 0.790 | C | 45,528 | 0.840 | D |
| 15 | Irvine Blvd | Ridge Valley to "LY" St | 6D | 54000 | 39,067 | 0.720 | C | 41,957 | 0.780 | C |
| 16 | Irvine Blvd | "LY" St to "Z" St | 6D | 54000 | 42,134 | 0.780 | C | 45,424 | 0.840 | D |
| 17 | Irvine Blvd | "Z" St to "B" St | 6D | 54000 | 46,836 | 0.870 | D | 50,306 | 0.930 | E |
| 18 | Irvine Blvd | "B" St to "LQ" St | 6D | 54000 | 48,331 | 0.900 | D | 50,111 | 0.930 | E |
| 19 | Irvine Blvd | "LQ" St to Alton Pkwy | 6D | 54000 | 58,025 | 1.070 | F | 58,245 | 1.080 | F |
| 20 | Trabuco Rd | Jeffrey Rd to Sand Canyon Av | 4D | 32000 | 20,034 | 0.630 | B | 20,614 | 0.640 | B |
| 21 | Trabuco Rd | Sand Canyon Av to SR-133 Fwy | 4D | 32000 | 27,652 | 0.860 | D | 27,652 | 0.860 | D |
| 22 | Trabuco Rd | SR-133 Fwy to "O" St | 4D | 32000 | 36,689 | 1.150 | F | 36,689 | 1.150 | F |
| 23 | "O" St | Portola Pkwy to Irvine Blvd | 4D | 32000 | 14,224 | 0.440 | A | 14,404 | 0.450 | A |
| 24 | "O" St | Irvine Blvd to "C" St | 4D | 32000 | 11,846 | 0.370 | A | 11,936 | 0.370 | A |
| 25 | "O" St | "C" St to "LN" St | 4D | 32000 | 10,394 | 0.320 | A | 10,434 | 0.330 | A |
| 26 | "O" St | "LN" St to "LQ" St | 4D | 32000 | 14,159 | 0.440 | A | 14,199 | 0.440 | A |
| 27 | "O" St | "LQ" St to Trabuco Rd | 4D | 32000 | 21,637 | 0.680 | B | 21,677 | 0.680 | B |
| 28 | "O" St | Trabuco Rd to "LV" St | 4D | 32000 | 12,976 | 0.410 | A | 13,016 | 0.410 | A |
| 29 | "B" St | Irvine Blvd to "LQ" St | 2D | 13000 | 2,625 | 0.200 | A | 4,185 | 0.320 | A |

| # | Street Name | Limits | # Lanes | Capacity | Post-2035 NP ADT | | | Post-2035 WP ADT | | |
|----|-------------|-----------------------|---------|----------|------------------|-------|-----|------------------|-------|-----|
| | | | | | ADT | V/C | LOS | ADT | V/C | LOS |
| 30 | "B" St | "LQ" St to Marine Wy | 2D | 13000 | 6,617 | 0.510 | A | 6,617 | 0.510 | A |
| 31 | "LQ" St | "O" St to "C" St | 2D | 13000 | 6,316 | 0.490 | A | 6,446 | 0.500 | A |
| 32 | "LQ" St | "C" St to "LY" St | 2D | 13000 | 7,177 | 0.550 | A | 7,307 | 0.560 | A |
| 33 | "LQ" St | "LY" St to "A" St | 2D | 13000 | 6,789 | 0.520 | A | 7,229 | 0.560 | A |
| 34 | "LQ" St | "A" St to "Z" St | 2D | 13000 | 6,434 | 0.490 | A | 7,054 | 0.540 | A |
| 35 | "LQ" St | "Z" St to "B" St | 2D | 13000 | 6,563 | 0.500 | A | 6,563 | 0.500 | A |
| 36 | "LQ" St | "B" St to Irvine Blvd | 2D | 13000 | 6,994 | 0.540 | A | 8,594 | 0.660 | B |

Table 7-20 Post-2035 (2012 Modified Project Option 1) Arterial Level of Service

| # | Street Name | Limits | # Lanes | Capacity | Post-2035 NP ADT | | | Post-2035 WP ADT | | |
|----|----------------|--------------------------------|---------|----------|------------------|-------|-----|------------------|-------|-----|
| | | | | | ADT | V/C | LOS | ADT | V/C | LOS |
| 1 | Jeffrey Rd | Irvine Blvd to Bryan Av | 6D | 54000 | 38,637 | 0.720 | C | 38,727 | 0.720 | C |
| 2 | Sand Canyon Av | Portola Pkwy to Irvine Blvd | 4D | 32000 | 28,491 | 0.890 | D | 28,711 | 0.900 | D |
| 3 | Sand Canyon Av | Irvine Blvd to Trabuco Rd | 6D | 54000 | 31,019 | 0.570 | A | 32,039 | 0.590 | A |
| 4 | Sand Canyon Av | Trabuco Rd to Marine Way | 8D | 72000 | 66,568 | 0.920 | E | 66,698 | 0.930 | E |
| 5 | Sand Canyon Av | Marine Way to Oak Canyon Rd | 8D | 72000 | 57,358 | 0.800 | C | 57,398 | 0.800 | C |
| 6 | Alton Pkwy | Irvine Blvd to Toledo Wy | 6D | 54000 | 33,924 | 0.630 | B | 34,144 | 0.630 | B |
| 7 | Alton Pkwy | Toledo Wy to Jeronimo Rd | 6D | 54000 | 36,829 | 0.680 | B | 37,049 | 0.690 | B |
| 8 | Alton Pkwy | Jeronimo Rd to Barranca Pkwy | 6D | 54000 | 44,845 | 0.830 | D | 45,065 | 0.830 | D |
| 9 | Portola Pkwy | Jeffrey Rd to Sand Canyon Av | 4D | 32000 | 29,760 | 0.930 | E | 29,800 | 0.930 | E |
| 10 | Portola Pkwy | Sand Canyon Av to Ridge Valley | 4D | 32000 | 25,726 | 0.800 | C | 25,766 | 0.810 | D |
| 11 | Portola Pkwy | Ridge Valley to Modjeska | 4D | 32000 | 28,200 | 0.880 | D | 28,290 | 0.880 | D |
| 12 | Irvine Blvd | Jeffrey Rd to Sand Canyon Av | 6D | 54000 | 38,680 | 0.720 | C | 39,480 | 0.730 | C |
| 13 | Irvine Blvd | Sand Canyon Av to SR-133 Fwy | 6D | 54000 | 40,541 | 0.750 | C | 42,361 | 0.780 | C |
| 14 | Irvine Blvd | SR-133 Fwy to Ridge Valley | 6D | 54000 | 44,339 | 0.820 | D | 46,429 | 0.860 | D |
| 15 | Irvine Blvd | Ridge Valley to "LY" St | 6D | 54000 | 40,595 | 0.750 | C | 42,865 | 0.790 | C |
| 16 | Irvine Blvd | "LY" St to "Z" St | 6D | 54000 | 43,974 | 0.810 | D | 46,504 | 0.860 | D |
| 17 | Irvine Blvd | "Z" St to "B" St | 6D | 54000 | 48,772 | 0.900 | D | 51,442 | 0.950 | E |
| 18 | Irvine Blvd | "B" St to "LQ" St | 6D | 54000 | 47,244 | 0.870 | D | 48,934 | 0.910 | E |

| # | Street Name | Limits | # Lanes | Capacity | Post-2035 NP ADT | | | Post-2035 WP ADT | | |
|----|-------------|------------------------------|---------|----------|------------------|-------|-----|------------------|-------|-----|
| | | | | | ADT | V/C | LOS | ADT | V/C | LOS |
| 19 | Irvine Blvd | "LQ" St to Alton Pkwy | 6D | 54000 | 54,206 | 1.000 | E | 54,426 | 1.010 | F |
| 20 | Trabuco Rd | Jeffrey Rd to Sand Canyon Av | 4D | 32000 | 20,400 | 0.640 | B | 20,840 | 0.650 | B |
| 21 | Trabuco Rd | Sand Canyon Av to SR-133 Fwy | 4D | 32000 | 27,329 | 0.850 | D | 27,329 | 0.850 | D |
| 22 | Trabuco Rd | SR-133 Fwy to "O" St | 4D | 32000 | 36,905 | 1.150 | F | 36,905 | 1.150 | F |
| 23 | "O" St | Portola Pkwy to Irvine Blvd | 4D | 32000 | 14,134 | 0.440 | A | 14,264 | 0.450 | A |
| 24 | "O" St | Irvine Blvd to "C" St | 4D | 32000 | 11,362 | 0.360 | A | 11,402 | 0.360 | A |
| 25 | "O" St | "C" St to "LN" St | 4D | 32000 | 10,286 | 0.320 | A | 10,326 | 0.320 | A |
| 26 | "O" St | "LN" St to "LQ" St | 4D | 32000 | 14,052 | 0.440 | A | 14,092 | 0.440 | A |
| 27 | "O" St | "LQ" St to Trabuco Rd | 4D | 32000 | 22,336 | 0.700 | B | 22,426 | 0.700 | B |
| 28 | "O" St | Trabuco Rd to "LV" St | 4D | 32000 | 13,783 | 0.430 | A | 13,823 | 0.430 | A |
| 29 | "B" St | Irvine Blvd to "LQ" St | 2D | 13000 | 3,486 | 0.270 | A | 5,046 | 0.390 | A |
| 30 | "B" St | "LQ" St to Marine Wy | 2D | 13000 | 6,784 | 0.520 | A | 7,004 | 0.540 | A |
| 31 | "LQ" St | "O" St to "C" St | 2D | 13000 | 6,735 | 0.520 | A | 6,825 | 0.530 | A |
| 32 | "LQ" St | "C" St to "LY" St | 2D | 13000 | 7,714 | 0.590 | A | 7,844 | 0.600 | A |
| 33 | "LQ" St | "LY" St to "A" St | 2D | 13000 | 7,478 | 0.580 | A | 7,878 | 0.610 | B |
| 34 | "LQ" St | "A" St to "Z" St | 2D | 13000 | 6,843 | 0.530 | A | 7,333 | 0.560 | A |
| 35 | "LQ" St | "Z" St to "B" St | 2D | 13000 | 6,165 | 0.470 | A | 6,835 | 0.530 | A |
| 36 | "LQ" St | "B" St to Irvine Blvd | 2D | 13000 | 4,035 | 0.310 | A | 5,685 | 0.440 | A |

Table 7-21 Post-2035 (2012 Modified Project Option 2) Arterial Level of Service

| # | Street Name | Limits | # Lanes | Capacity | Post-2035 NP ADT | | | Post-2035 WP ADT | | |
|---|----------------|-----------------------------|---------|----------|------------------|-------|-----|------------------|-------|-----|
| | | | | | ADT | V/C | LOS | ADT | V/C | LOS |
| 1 | Jeffrey Rd | Irvine Blvd to Bryan Av | 6D | 54000 | 38,529 | 0.710 | C | 38,619 | 0.720 | C |
| 2 | Sand Canyon Av | Portola Pkwy to Irvine Blvd | 4D | 32000 | 28,598 | 0.890 | D | 28,818 | 0.900 | D |
| 3 | Sand Canyon Av | Irvine Blvd to Trabuco Rd | 6D | 54000 | 31,127 | 0.580 | A | 32,147 | 0.600 | A |
| 4 | Sand Canyon Av | Trabuco Rd to Marine Way | 8D | 72000 | 66,568 | 0.920 | E | 66,698 | 0.930 | E |
| 5 | Sand Canyon Av | Marine Way to Oak Canyon Rd | 8D | 72000 | 57,358 | 0.800 | C | 57,398 | 0.800 | C |
| 6 | Alton Pkwy | Irvine Blvd to Toledo Wy | 6D | 54000 | 33,924 | 0.630 | B | 34,144 | 0.630 | B |
| 7 | Alton Pkwy | Toledo Wy to Jeronimo Rd | 6D | 54000 | 36,883 | 0.680 | B | 37,103 | 0.690 | B |

| # | Street Name | Limits | # Lanes | Capacity | Post-2035 NP ADT | | | Post-2035 WP ADT | | |
|----|--------------|--------------------------------|---------|----------|------------------|-------|-----|------------------|-------|-----|
| | | | | | ADT | V/C | LOS | ADT | V/C | LOS |
| 8 | Alton Pkwy | Jeronimo Rd to Barranca Pkwy | 6D | 54000 | 44,953 | 0.830 | D | 45,173 | 0.840 | D |
| 9 | Portola Pkwy | Jeffrey Rd to Sand Canyon Av | 4D | 32000 | 29,760 | 0.930 | E | 29,800 | 0.930 | E |
| 10 | Portola Pkwy | Sand Canyon Av to Ridge Valley | 4D | 32000 | 25,618 | 0.800 | C | 25,658 | 0.800 | C |
| 11 | Portola Pkwy | Ridge Valley to Modjeska | 4D | 32000 | 28,147 | 0.880 | D | 28,237 | 0.880 | D |
| 12 | Irvine Blvd | Jeffrey Rd to Sand Canyon Av | 6D | 54000 | 38,626 | 0.720 | C | 39,426 | 0.730 | C |
| 13 | Irvine Blvd | Sand Canyon Av to SR-133 Fwy | 6D | 54000 | 40,434 | 0.750 | C | 42,254 | 0.780 | C |
| 14 | Irvine Blvd | SR-133 Fwy to Ridge Valley | 6D | 54000 | 44,124 | 0.820 | D | 46,214 | 0.860 | D |
| 15 | Irvine Blvd | Ridge Valley to "LY" St | 6D | 54000 | 40,595 | 0.750 | C | 42,865 | 0.790 | C |
| 16 | Irvine Blvd | "LY" St to "Z" St | 6D | 54000 | 44,027 | 0.820 | D | 46,557 | 0.860 | D |
| 17 | Irvine Blvd | "Z" St to "B" St | 6D | 54000 | 48,772 | 0.900 | D | 51,442 | 0.950 | E |
| 18 | Irvine Blvd | "B" St to "LQ" St | 6D | 54000 | 47,244 | 0.870 | D | 48,934 | 0.910 | E |
| 19 | Irvine Blvd | "LQ" St to Alton Pkwy | 6D | 54000 | 54,206 | 1.000 | E | 54,426 | 1.010 | F |
| 20 | Trabuco Rd | Jeffrey Rd to Sand Canyon Av | 4D | 32000 | 20,507 | 0.640 | B | 20,947 | 0.650 | B |
| 21 | Trabuco Rd | Sand Canyon Av to SR-133 Fwy | 4D | 32000 | 27,436 | 0.860 | D | 27,436 | 0.860 | D |
| 22 | Trabuco Rd | SR-133 Fwy to "O" St | 4D | 32000 | 37,227 | 1.160 | F | 37,227 | 1.160 | F |
| 23 | "O" St | Portola Pkwy to Irvine Blvd | 4D | 32000 | 14,063 | 0.440 | A | 14,193 | 0.440 | A |
| 24 | "O" St | Irvine Blvd to "C" St | 4D | 32000 | 11,254 | 0.350 | A | 11,294 | 0.350 | A |
| 25 | "O" St | "C" St to "LN" St | 4D | 32000 | 9,533 | 0.300 | A | 9,573 | 0.300 | A |
| 26 | "O" St | "LN" St to "LQ" St | 4D | 32000 | 13,460 | 0.420 | A | 13,500 | 0.420 | A |
| 27 | "O" St | "LQ" St to Trabuco Rd | 4D | 32000 | 21,637 | 0.680 | B | 21,677 | 0.680 | B |
| 28 | "O" St | Trabuco Rd to "LV" St | 4D | 32000 | 13,191 | 0.410 | A | 13,231 | 0.410 | A |
| 29 | "B" St | Irvine Blvd to "LQ" St | 2D | 13000 | 3,486 | 0.270 | A | 5,046 | 0.390 | A |
| 30 | "B" St | "LQ" St to Marine Wy | 2D | 13000 | 6,784 | 0.520 | A | 7,004 | 0.540 | A |
| 31 | "LQ" St | "O" St to "C" St | 2D | 13000 | 5,982 | 0.460 | A | 6,022 | 0.460 | A |
| 32 | "LQ" St | "C" St to "LY" St | 2D | 13000 | 7,499 | 0.580 | A | 7,629 | 0.590 | A |
| 33 | "LQ" St | "LY" St to "A" St | 2D | 13000 | 7,370 | 0.570 | A | 7,770 | 0.600 | A |
| 34 | "LQ" St | "A" St to "Z" St | 2D | 13000 | 6,843 | 0.530 | A | 7,333 | 0.560 | A |
| 35 | "LQ" St | "Z" St to "B" St | 2D | 13000 | 6,165 | 0.470 | A | 6,835 | 0.530 | A |
| 36 | "LQ" St | "B" St to Irvine Blvd | 2D | 13000 | 4,035 | 0.310 | A | 5,685 | 0.440 | A |

Consistent with City of Irvine traffic study guidelines, roadway segments with deficient LOS were further analyzed by examining peak hour levels of service. The resulting midblock peak hour V/C ratios for the arterial segments under Post 2035 With Project conditions are summarized in Tables 7-22 to 7-24. As the summary tables indicate, all arterial roadway segments are forecast to operate at acceptable levels of service during the peak hour, and none of the arterial segments exceed the adopted thresholds. No significant impacts are identified.

Table 7-22 Post Year 2035 (2011 Approved Project) Peak Hour Arterial LOS Comparison

| Roadway | Limits | # of Lanes | Peak Hour Capacity | Refined ADT (WP) | Highest Peak Volumes (WP) | | Peak Hour V/C | Peak Hour LOS |
|--------------------|------------------------------|------------|--------------------|------------------|---------------------------|---------|---------------|---------------|
| Sand Canyon Avenue | Portola Pkwy to Irvine Blvd | 4D | 3,200 | 29,141 | 1,700 | SB (AM) | 0.53 | A |
| Sand Canyon Avenue | Trabuco Rd to Marine Wy | 8D | 6,400 | 67,344 | 4,400 | SB (AM) | 0.69 | B |
| Portola Parkway | Jeffrey Rd to Sand Canyon Av | 4D | 3,200 | 29,693 | 1,400 | WB (AM) | 0.44 | A |
| Irvine Boulevard | "Z" St to "B" St | 6D | 4,800 | 50,306 | 3,400 | WB (PM) | 0.71 | C |
| Irvine Boulevard | "B" St to "LQ" St | 6D | 4,800 | 50,111 | 3,300 | WB (PM) | 0.69 | B |
| Irvine Boulevard | "LQ" St to Alton Pkwy | 6D | 4,800 | 58,245 | 3,400 | WB (PM) | 0.71 | C |
| Trabuco Road | SR-133 Fwy to "O" St | 4D | 3,200 | 36,689 | 1,700 | WB (AM) | 0.53 | A |

Table 7-23 Post Year 2035 (2012 Modified Project Option 1) Peak Hour Arterial LOS Comparison

| Roadway | Limits | # of Lanes | Peak Hour Capacity | Refined ADT (WP) | Highest Peak Volumes (WP) | | Peak Hour V/C | Peak Hour LOS |
|--------------------|------------------------------|------------|--------------------|------------------|---------------------------|---------|---------------|---------------|
| Sand Canyon Avenue | Trabuco Rd to Marine Wy | 8D | 6,400 | 66,698 | 4,300 | SB (AM) | 0.67 | B |
| Portola Parkway | Jeffrey Rd to Sand Canyon Av | 4D | 3,200 | 29,800 | 1,400 | WB (AM) | 0.44 | A |
| Irvine Boulevard | "Z" St to "B" St | 6D | 4,800 | 51,442 | 3,200 | WB (PM) | 0.67 | B |
| Irvine Boulevard | "B" St to "LQ" St | 6D | 4,800 | 48,934 | 2,800 | EB (PM) | 0.58 | A |
| Irvine Boulevard | "LQ" St to Alton Pkwy | 6D | 4,800 | 54,426 | 3,300 | WB (PM) | 0.69 | B |
| Trabuco Road | SR-133 Fwy to "O" St | 4D | 3,200 | 36,905 | 1,800 | WB (AM) | 0.56 | A |

Table 7-24 Post Year 2035 (2012 Modified Project Option 1 (2011) Peak Hour Arterial LOS Comparison

| Roadway | Limits | # of Lanes | Peak Hour Capacity | Refined ADT (WP) | Highest Peak Volumes (WP) | | Peak Hour V/C | Peak Hour LOS |
|--------------------|------------------------------|------------|--------------------|------------------|---------------------------|---------|---------------|---------------|
| Sand Canyon Avenue | Trabuco Rd to Marine Wy | 8D | 6,400 | 66,698 | 4,300 | SB (AM) | 0.67 | B |
| Portola Parkway | Jeffrey Rd to Sand Canyon Av | 4D | 3,200 | 29,800 | 1,400 | WB (AM) | 0.44 | A |
| Irvine Boulevard | "Z" St to "B" St | 6D | 4,800 | 51,442 | 3,200 | WB (PM) | 0.67 | B |
| Irvine Boulevard | "B" St to "LQ" St | 6D | 4,800 | 48,934 | 3,200 | WB (PM) | 0.67 | B |
| Irvine Boulevard | "LQ" St to Alton Pkwy | 6D | 4,800 | 54,426 | 3,300 | WB (PM) | 0.69 | B |
| Trabuco Road | SR-133 Fwy to "O" St | 4D | 3,200 | 37,227 | 1,800 | WB (AM) | 0.56 | A |

Table 7-25 Post-2035 (2011 Approved Project) Peak Hour Intersection LOS Comparison

| Intersection | Control ¹ | AM Peak Hour | | | | | | PM Peak Hour | | | | | | |
|--------------|-------------------------------|--------------|------|--------------|------|---------------|--------|--------------|------|--------------|------|---------------|--------|--|
| | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact | |
| | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | | |
| 1 | "B" St & Driveway 1 | U | n/a | n/a | 0.01 | A | 0.01 | | n/a | n/a | 0.01 | A | 0.01 | |
| 2 | "B" St & Driveway 2 | U | n/a | n/a | 0.09 | A | 0.09 | | n/a | n/a | 0.03 | A | 0.03 | |
| 3 | Driveway 3 & "LQ" St | U | n/a | n/a | 0.06 | A | 0.06 | | n/a | n/a | 0.03 | A | 0.03 | |
| 4 | Driveway 4 & "LQ" St | U | n/a | n/a | 0.05 | A | 0.05 | | n/a | n/a | 0.01 | A | 0.01 | |
| 5 | "LQ" St & Driveway 5 | U | n/a | n/a | 0.08 | A | 0.08 | | n/a | n/a | 0.04 | A | 0.04 | |
| 6 | "LQ" St & Driveway 6 | U | n/a | n/a | 0.58 | A | 0.58 | | n/a | n/a | 0.33 | A | 0.33 | |
| 7 | "LQ" St & Driveway 7 | U | n/a | n/a | 0.00 | A | 0.00 | | n/a | n/a | 0.00 | A | 0.00 | |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.73 | C | 0.73 | C | 0.00 | | 0.68 | B | 0.68 | B | 0.00 | |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.79 | C | 0.80 | C | 0.00 | | 0.77 | C | 0.77 | C | 0.00 | |
| 284 | Jeffrey Rd & Bryan Av | S | 0.78 | C | 0.79 | C | 0.00 | | 0.79 | C | 0.79 | C | 0.00 | |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.70 | B | 0.70 | B | 0.00 | | 0.80 | D | 0.80 | D | 0.00 | |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.65 | B | 0.52 | A | -0.13 | | 0.64 | B | 0.64 | B | 0.00 | |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.79 | C | 0.85 | D | 0.05 | | 0.82 | D | 0.83 | D | 0.01 | |

| Intersection | Control ¹ | AM Peak Hour | | | | | | | PM Peak Hour | | | | | |
|--------------|-----------------------------------|--------------|------|--------------|------|---------------|--------|------------|--------------|--------------|------|---------------|--------|--|
| | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact | |
| | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | | |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.81 | D | 0.84 | D | 0.02 | | 0.83 | D | 0.83 | D | 0.00 | |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.86 | D | 0.86 | D | 0.00 | | 0.93 | E | 0.93 | E | 0.00 | |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 1.07 | F | 1.07 | F | 0.00 | | 0.91 | E | 0.92 | E | 0.01 | |
| 444 | Sand Canyon Av & Burt Rd | S | 0.94 | E | 0.94 | E | 0.00 | | 0.95 | E | 0.95 | E | 0.00 | |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.94 | E | 0.94 | E | 0.00 | | 0.82 | D | 0.83 | D | 0.00 | |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.58 | A | 0.66 | B | 0.07 | | 0.62 | B | 0.64 | B | 0.02 | |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.82 | D | 0.96 | E | 0.14 | YES | 0.82 | D | 0.85 | D | 0.03 | |
| 338 | Alton Pkwy & Irvine Blvd | S | 1.00 | E | 1.00 | E | 0.00 | | 0.98 | E | 0.98 | E | 0.00 | |
| 339 | Alton Pkwy & Toledo Way | S | 0.73 | C | 0.74 | C | 0.00 | | 0.68 | B | 0.74 | C | 0.06 | |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.71 | C | 0.71 | C | 0.00 | | 0.58 | A | 0.59 | A | 0.00 | |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.82 | D | 0.83 | D | 0.01 | | 0.79 | C | 0.80 | C | 0.00 | |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.91 | E | 0.91 | E | 0.00 | | 0.62 | B | 0.63 | B | 0.00 | |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.86 | D | 0.86 | D | 0.00 | | 0.92 | E | 0.92 | E | 0.00 | |
| 486 | SR-133 SB Ramps & Trabuco Rd | S | 0.60 | A | 0.60 | A | 0.00 | | 0.63 | B | 0.63 | B | 0.00 | |
| 487 | SR-133 NB Ramps & Trabuco Rd | S | 0.58 | A | 0.58 | A | 0.00 | | 0.73 | C | 0.73 | C | 0.00 | |
| 556 | Ridge Valley & Portola Pkwy | S | 0.75 | C | 0.76 | C | 0.00 | | 0.73 | C | 0.73 | C | 0.00 | |
| 557 | "O" St & "C" St | R | 0.37 | A | 0.37 | A | 0.00 | | 0.25 | A | 0.25 | A | 0.00 | |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.79 | C | 0.88 | D | 0.09 | | 0.86 | D | 0.88 | D | 0.02 | |
| 559 | "O" St & Trabuco Rd | S | 0.82 | D | 0.82 | D | 0.00 | | 0.80 | C | 0.80 | C | 0.00 | |
| 560 | "O" St & Marine Way | S | 0.46 | A | 0.46 | A | 0.00 | | 0.59 | A | 0.59 | A | 0.00 | |
| 563 | "B" St & Irvine Blvd | S | 0.73 | C | 0.89 | D | 0.16 | | 0.75 | C | 0.81 | D | 0.06 | |
| 566 | Marine Way & Barranca Pkwy | S | 0.67 | B | 0.67 | B | 0.00 | | 0.66 | B | 0.66 | B | 0.00 | |
| 567 | Marine Way & Alton Pkwy | S | 0.67 | B | 0.67 | B | 0.00 | | 0.71 | C | 0.71 | C | 0.00 | |
| 569 | Bake Pkwy & Marine Way | S | 0.73 | C | 0.74 | C | 0.00 | | 0.70 | B | 0.70 | B | 0.00 | |
| 571 | Portola Springs & Portola Pkwy | S | 0.75 | C | 0.75 | C | 0.00 | | 0.63 | B | 0.63 | B | 0.00 | |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.75 | C | 0.86 | D | 0.12 | | 0.79 | C | 0.82 | D | 0.03 | |
| 603 | "O" St & "LN" St | S | 0.42 | A | 0.42 | A | 0.00 | | 0.38 | A | 0.38 | A | 0.00 | |

| Intersection | Control ¹ | AM Peak Hour | | | | | | | PM Peak Hour | | | | | |
|--------------|---------------------------------|--------------|------|--------------|------|---------------|--------|------------|--------------|--------------|------|---------------|--------|--|
| | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact | |
| | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | | |
| 605 | "O" St & "LQ" St | R | 0.45 | A | 0.45 | A | 0.00 | | 0.41 | A | 0.41 | A | 0.00 | |
| 608 | "O" St & "LV" St | S | 0.38 | A | 0.38 | A | 0.00 | | 0.34 | A | 0.34 | A | 0.00 | |
| 626 | "LY" St & "LQ" St | R | 0.45 | A | 0.47 | A | 0.03 | | 0.31 | A | 0.33 | A | 0.01 | |
| 627 | "LY" St & Irvine Blvd | S | 0.67 | B | 0.77 | C | 0.10 | | 0.68 | B | 0.70 | B | 0.02 | |
| 631 | "LY" St & Trabuco Rd | U | 0.08 | A | 0.08 | A | 0.00 | | 0.14 | A | 0.14 | A | 0.00 | |
| 782 | "A" St & "LQ" St | R | 0.33 | A | 0.40 | A | 0.07 | | 0.32 | A | 0.34 | A | 0.02 | |
| 787 | "Z" St & "LQ" St | U | 0.06 | A | 0.09 | A | 0.03 | | 0.08 | A | 0.09 | A | 0.01 | |
| 790 | "Z" St & Irvine Blvd | S | 0.77 | C | 0.90 | D | 0.13 | | 0.75 | C | 0.78 | C | 0.03 | |
| 798 | "B" St & "LQ" St | S | 0.50 | A | 0.56 | A | 0.06 | | 0.34 | A | 0.38 | A | 0.04 | |
| 799 | "B" St & Marine Way | S | 0.46 | A | 0.46 | A | 0.00 | | 0.58 | A | 0.58 | A | 0.00 | |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.87 | D | 0.93 | E | 0.05 | YES | 0.76 | C | 0.81 | D | 0.05 | |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout

Table 7-26 Post-2035 (2012 Modified Project Option 1) Peak Hour Intersection LOS Comparison

| Intersection | Control ¹ | AM Peak Hour | | | | | | | PM Peak Hour | | | | | |
|--------------|----------------------|--------------|-----|--------------|------|---------------|--------|------------|--------------|--------------|------|---------------|--------|--|
| | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact | |
| | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | | |
| 1 | "B" St & Driveway 1 | U | n/a | n/a | 0.01 | A | 0.01 | | n/a | n/a | 0.01 | A | 0.01 | |
| 2 | "B" St & Driveway 2 | U | n/a | n/a | 0.08 | A | 0.08 | | n/a | n/a | 0.02 | A | 0.02 | |
| 3 | Driveway 3 & "LQ" St | U | n/a | n/a | 0.06 | A | 0.06 | | n/a | n/a | 0.03 | A | 0.03 | |
| 4 | Driveway 4 & "LQ" St | U | n/a | n/a | 0.09 | A | 0.09 | | n/a | n/a | 0.02 | A | 0.02 | |
| 5 | "LQ" St & Driveway 5 | U | n/a | n/a | 0.08 | A | 0.08 | | n/a | n/a | 0.04 | A | 0.04 | |
| 6 | "LQ" St & Driveway 6 | U | n/a | n/a | 0.44 | A | 0.44 | | n/a | n/a | 0.14 | A | 0.14 | |
| 7 | "LQ" St & Driveway 7 | U | n/a | n/a | 0.00 | A | 0.00 | | n/a | n/a | 0.00 | A | 0.00 | |

| Intersection | Control ¹ | AM Peak Hour | | | | | | | PM Peak Hour | | | | | |
|--------------|-----------------------------------|--------------|------|--------------|------|---------------|--------|------------|--------------|--------------|------|---------------|--------|--|
| | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact | |
| | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | | |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.73 | C | 0.73 | C | 0.00 | | 0.68 | B | 0.68 | B | 0.00 | |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.80 | C | 0.80 | C | 0.00 | | 0.77 | C | 0.77 | C | 0.00 | |
| 284 | Jeffrey Rd & Bryan Av | S | 0.79 | C | 0.80 | C | 0.00 | | 0.79 | C | 0.80 | C | 0.00 | |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.69 | B | 0.70 | B | 0.00 | | 0.79 | C | 0.79 | C | 0.00 | |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.51 | A | 0.51 | A | 0.00 | | 0.63 | B | 0.63 | B | 0.00 | |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.76 | C | 0.78 | C | 0.02 | | 0.80 | D | 0.81 | D | 0.01 | |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.81 | D | 0.82 | D | 0.01 | | 0.83 | D | 0.83 | D | 0.00 | |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.92 | E | 0.92 | E | 0.00 | | 0.96 | E | 0.96 | E | 0.00 | |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 1.08 | F | 1.08 | F | 0.00 | | 0.96 | E | 0.96 | E | 0.00 | |
| 444 | Sand Canyon Av & Burt Rd | S | 0.96 | E | 0.97 | E | 0.01 | | 0.96 | E | 0.96 | E | 0.00 | |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.92 | E | 0.92 | E | 0.00 | | 0.84 | D | 0.84 | D | 0.00 | |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.51 | A | 0.57 | A | 0.06 | | 0.61 | B | 0.62 | B | 0.02 | |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.63 | B | 0.76 | C | 0.13 | | 0.83 | D | 0.86 | D | 0.03 | |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.98 | E | 1.00 | E | 0.02 | | 0.93 | E | 0.93 | E | 0.00 | |
| 339 | Alton Pkwy & Toledo Way | S | 0.85 | D | 0.85 | D | 0.00 | | 0.71 | C | 0.72 | C | 0.00 | |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.70 | C | 0.71 | C | 0.00 | | 0.58 | A | 0.58 | A | 0.00 | |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.61 | B | 0.61 | B | 0.01 | | 0.80 | C | 0.80 | D | 0.00 | |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.88 | D | 0.89 | D | 0.00 | | 0.63 | B | 0.63 | B | 0.00 | |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.87 | D | 0.87 | D | 0.00 | | 0.93 | E | 0.93 | E | 0.00 | |
| 486 | SR-133 SB Ramps & Trabuco Rd | S | 0.62 | B | 0.62 | B | 0.00 | | 0.62 | B | 0.64 | B | 0.03 | |
| 487 | SR-133 NB Ramps & Trabuco Rd | S | 0.57 | A | 0.57 | A | 0.00 | | 0.73 | C | 0.73 | C | 0.00 | |
| 556 | Ridge Valley & Portola Pkwy | S | 0.74 | C | 0.75 | C | 0.00 | | 0.72 | C | 0.72 | C | 0.00 | |
| 557 | "O" St & "C" St | R | 0.33 | A | 0.33 | A | 0.00 | | 0.27 | A | 0.27 | A | 0.00 | |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.58 | A | 0.66 | B | 0.08 | | 0.84 | D | 0.86 | D | 0.02 | |
| 559 | "O" St & Trabuco Rd | S | 0.86 | D | 0.86 | D | 0.00 | | 0.78 | C | 0.78 | C | 0.00 | |
| 560 | "O" St & Marine Way | S | 0.53 | A | 0.53 | A | 0.00 | | 0.66 | B | 0.66 | B | 0.00 | |
| 563 | "B" St & Irvine Blvd | S | 0.58 | A | 0.73 | C | 0.15 | | 0.72 | C | 0.76 | C | 0.05 | |

| Intersection | Control ¹ | AM Peak Hour | | | | | | | PM Peak Hour | | | | | |
|--------------|---------------------------------|--------------|------|--------------|------|---------------|--------|------------|--------------|--------------|------|---------------|--------|--|
| | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact | |
| | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | | |
| 566 | Marine Way & Barranca Pkwy | S | 0.68 | B | 0.68 | B | 0.00 | | 0.66 | B | 0.66 | B | 0.00 | |
| 567 | Marine Way & Alton Pkwy | S | 0.70 | B | 0.70 | B | 0.00 | | 0.65 | B | 0.65 | B | 0.00 | |
| 569 | Bake Pkwy & Marine Way | S | 0.82 | D | 0.82 | D | 0.00 | | 0.77 | C | 0.77 | C | 0.00 | |
| 571 | Portola Springs & Portola Pkwy | S | 0.75 | C | 0.75 | C | 0.00 | | 0.62 | B | 0.62 | B | 0.00 | |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.61 | B | 0.70 | C | 0.09 | | 0.76 | C | 0.78 | C | 0.02 | |
| 603 | "O" St & "LN" St | S | 0.38 | A | 0.38 | A | 0.00 | | 0.32 | A | 0.32 | A | 0.00 | |
| 605 | "O" St & "LQ" St | R | 0.46 | A | 0.46 | A | 0.00 | | 0.45 | A | 0.45 | A | 0.00 | |
| 608 | "O" St & "LV" St | S | 0.36 | A | 0.36 | A | 0.00 | | 0.34 | A | 0.34 | A | 0.00 | |
| 626 | "LY" St & "LQ" St | R | 0.38 | A | 0.39 | A | 0.01 | | 0.38 | A | 0.38 | A | 0.00 | |
| 627 | "LY" St & Irvine Blvd | S | 0.48 | A | 0.56 | A | 0.08 | | 0.62 | B | 0.63 | B | 0.02 | |
| 631 | "LY" St & Trabuco Rd | U | 0.03 | A | 0.03 | A | 0.00 | | 0.10 | A | 0.10 | A | 0.00 | |
| 782 | "A" St & "LQ" St | R | 0.30 | A | 0.32 | A | 0.02 | | 0.35 | A | 0.35 | A | 0.01 | |
| 787 | "Z" St & "LQ" St | U | 0.01 | A | 0.02 | A | 0.01 | | 0.02 | A | 0.02 | A | 0.00 | |
| 790 | "Z" St & Irvine Blvd | S | 0.64 | B | 0.74 | C | 0.10 | | 0.72 | C | 0.74 | C | 0.02 | |
| 798 | "B" St & "LQ" St | S | 0.30 | A | 0.44 | A | 0.14 | | 0.39 | A | 0.41 | A | 0.01 | |
| 799 | "B" St & Marine Way | S | 0.73 | C | 0.73 | C | 0.00 | | 0.70 | B | 0.70 | B | 0.00 | |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.81 | D | 0.82 | D | 0.01 | | 0.74 | C | 0.74 | C | 0.00 | |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout

Table 7-27 Post-2035 (2012 Modified Project Option 2) Peak Hour Intersection LOS Comparison

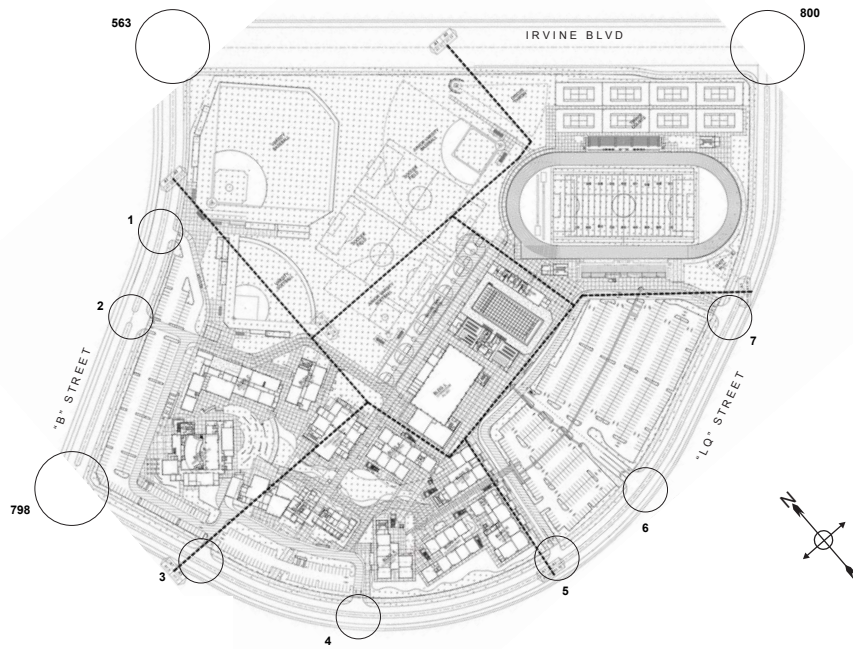
| Intersection | Control ¹ | AM Peak Hour | | | | | | | PM Peak Hour | | | | | |
|--------------|----------------------|--------------|-----|--------------|------|---------------|--------|------------|--------------|--------------|------|---------------|--------|--|
| | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact | |
| | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | | |
| 1 | "B" St & Driveway 1 | U | n/a | n/a | 0.01 | A | 0.01 | | n/a | n/a | 0.01 | A | 0.01 | |

| Intersection | Control ¹ | AM Peak Hour | | | | | | PM Peak Hour | | | | | | |
|--------------|--------------------------------|--------------|------|--------------|------|---------------|--------|--------------|------|--------------|------|---------------|--------|--|
| | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact | |
| | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | | |
| 2 | "B" St & Driveway 2 | U | n/a | n/a | 0.08 | A | 0.08 | | n/a | n/a | 0.02 | A | 0.02 | |
| 3 | Driveway 3 & "LQ" St | U | n/a | n/a | 0.06 | A | 0.06 | | n/a | n/a | 0.03 | A | 0.03 | |
| 4 | Driveway 4 & "LQ" St | U | n/a | n/a | 0.09 | A | 0.09 | | n/a | n/a | 0.02 | A | 0.02 | |
| 5 | "LQ" St & Driveway 5 | U | n/a | n/a | 0.08 | A | 0.08 | | n/a | n/a | 0.04 | A | 0.04 | |
| 6 | "LQ" St & Driveway 6 | U | n/a | n/a | 0.44 | A | 0.44 | | n/a | n/a | 0.14 | A | 0.14 | |
| 7 | "LQ" St & Driveway 7 | U | n/a | n/a | 0.00 | A | 0.00 | | n/a | n/a | 0.00 | A | 0.00 | |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.73 | C | 0.73 | C | 0.00 | | 0.68 | B | 0.68 | B | 0.00 | |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.80 | D | 0.80 | D | 0.00 | | 0.77 | C | 0.77 | C | 0.00 | |
| 284 | Jeffrey Rd & Bryan Av | S | 0.79 | C | 0.79 | C | 0.00 | | 0.80 | C | 0.80 | C | 0.00 | |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.70 | B | 0.70 | B | 0.00 | | 0.80 | C | 0.80 | C | 0.00 | |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.51 | A | 0.51 | A | 0.00 | | 0.64 | B | 0.64 | B | 0.00 | |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.76 | C | 0.78 | C | 0.02 | | 0.81 | D | 0.81 | D | 0.01 | |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.81 | D | 0.82 | D | 0.01 | | 0.83 | D | 0.83 | D | 0.00 | |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.92 | E | 0.92 | E | 0.00 | | 0.96 | E | 0.96 | E | 0.00 | |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 1.08 | F | 1.08 | F | 0.00 | | 0.96 | E | 0.96 | E | 0.00 | |
| 444 | Sand Canyon Av & Burt Rd | S | 0.96 | E | 0.97 | E | 0.01 | | 0.96 | E | 0.96 | E | 0.00 | |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.92 | E | 0.92 | E | 0.00 | | 0.84 | D | 0.84 | D | 0.00 | |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.56 | A | 0.62 | B | 0.07 | | 0.61 | B | 0.62 | B | 0.02 | |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.63 | B | 0.76 | C | 0.13 | | 0.83 | D | 0.86 | D | 0.03 | |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.99 | E | 1.00 | E | 0.01 | | 0.90 | D | 0.90 | D | 0.00 | |
| 339 | Alton Pkwy & Toledo Way | S | 0.85 | D | 0.85 | D | 0.00 | | 0.71 | C | 0.71 | C | 0.00 | |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.70 | C | 0.71 | C | 0.00 | | 0.58 | A | 0.58 | A | 0.00 | |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.61 | B | 0.61 | B | 0.01 | | 0.80 | C | 0.80 | C | 0.00 | |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.88 | D | 0.89 | D | 0.00 | | 0.63 | B | 0.63 | B | 0.00 | |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.87 | D | 0.87 | D | 0.00 | | 0.92 | E | 0.92 | E | 0.00 | |
| 486 | SR-133 SB Ramps & Trabuco Rd | S | 0.62 | B | 0.62 | B | 0.00 | | 0.64 | B | 0.64 | B | 0.00 | |
| 487 | SR-133 NB Ramps & Trabuco Rd | S | 0.57 | A | 0.57 | A | 0.00 | | 0.74 | C | 0.74 | C | 0.00 | |

| Intersection | Control ¹ | AM Peak Hour | | | | | | | PM Peak Hour | | | | | |
|--------------|-----------------------------------|--------------|------|--------------|------|---------------|--------|------------|--------------|--------------|------|---------------|--------|--|
| | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact | |
| | | V/C | LOS | V/C | LOS | | | V/C | LOS | V/C | LOS | | | |
| 556 | Ridge Valley & Portola Pkwy | S | 0.74 | C | 0.75 | C | 0.00 | | 0.72 | C | 0.72 | C | 0.00 | |
| 557 | "O" St & "C" St | R | 0.33 | A | 0.33 | A | 0.00 | | 0.26 | A | 0.26 | A | 0.00 | |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.58 | A | 0.66 | B | 0.08 | | 0.84 | D | 0.86 | D | 0.02 | |
| 559 | "O" St & Trabuco Rd | S | 0.86 | D | 0.86 | D | 0.00 | | 0.77 | C | 0.77 | C | 0.00 | |
| 560 | "O" St & Marine Way | S | 0.52 | A | 0.52 | A | 0.00 | | 0.66 | B | 0.66 | B | 0.00 | |
| 563 | "B" St & Irvine Blvd | S | 0.58 | A | 0.73 | C | 0.15 | | 0.71 | C | 0.76 | C | 0.05 | |
| 566 | Marine Way & Barranca Pkwy | S | 0.67 | B | 0.67 | B | 0.00 | | 0.66 | B | 0.66 | B | 0.00 | |
| 567 | Marine Way & Alton Pkwy | S | 0.70 | B | 0.70 | C | 0.00 | | 0.65 | B | 0.65 | B | 0.00 | |
| 569 | Bake Pkwy & Marine Way | S | 0.82 | D | 0.82 | D | 0.00 | | 0.77 | C | 0.77 | C | 0.00 | |
| 571 | Portola Springs & Portola Pkwy | S | 0.75 | C | 0.75 | C | 0.00 | | 0.62 | B | 0.62 | B | 0.00 | |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.61 | B | 0.70 | C | 0.09 | | 0.76 | C | 0.78 | C | 0.02 | |
| 603 | "O" St & "LN" St | S | 0.38 | A | 0.38 | A | 0.00 | | 0.32 | A | 0.32 | A | 0.00 | |
| 605 | "O" St & "LQ" St | R | 0.45 | A | 0.45 | A | 0.00 | | 0.46 | A | 0.46 | A | 0.00 | |
| 608 | "O" St & "LV" St | S | 0.36 | A | 0.36 | A | 0.00 | | 0.38 | A | 0.38 | A | 0.00 | |
| 626 | "LY" St & "LQ" St | R | 0.37 | A | 0.38 | A | 0.01 | | 0.37 | A | 0.37 | A | 0.00 | |
| 627 | "LY" St & Irvine Blvd | S | 0.48 | A | 0.56 | A | 0.08 | | 0.62 | B | 0.64 | B | 0.02 | |
| 631 | "LY" St & Trabuco Rd | U | 0.02 | A | 0.02 | A | 0.00 | | 0.10 | A | 0.10 | A | 0.00 | |
| 782 | "A" St & "LQ" St | R | 0.29 | A | 0.31 | A | 0.02 | | 0.34 | A | 0.35 | A | 0.01 | |
| 787 | "Z" St & "LQ" St | U | 0.01 | A | 0.02 | A | 0.01 | | 0.02 | A | 0.02 | A | 0.00 | |
| 790 | "Z" St & Irvine Blvd | S | 0.64 | B | 0.74 | C | 0.10 | | 0.72 | C | 0.74 | C | 0.02 | |
| 798 | "B" St & "LQ" St | S | 0.30 | A | 0.44 | A | 0.14 | | 0.39 | A | 0.41 | A | 0.01 | |
| 799 | "B" St & Marine Way | S | 0.74 | C | 0.74 | C | 0.00 | | 0.70 | B | 0.70 | C | 0.00 | |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.80 | D | 0.82 | D | 0.01 | | 0.74 | C | 0.74 | C | 0.00 | |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout

Figure 7.7 Post Year 2035 Peak Hour Volumes – 2011 Approved Project – With Project



| | | | |
|---|---|--|---|
| <p>N/S Street: "B" St E/W Street: Driveway 1</p> <p>568/188 0/0 ↓ 0/0 0/0 → 1 ← 0/0 0/0 ↓ 0/0 218/381</p> | <p>N/S Street: Sand Canyon Ave E/W Street: Driveway 2</p> <p>434/159 0/0 ↓ 134/29 0/0 → 2 ← 0/0 0/0 ↓ 17/9 161/195</p> | <p>N/S Street: Driveway 3 E/W Street: "LQ" St</p> <p>42/21 0/0 45/10 ↓ 15/3 509/300 → 3 ← 312/367 0/0 ↓ 0/0 0/0</p> | <p>N/S Street: Driveway 4 E/W Street: "LQ" St</p> <p>0/0 10/5 ↓ 3/2 59/13 → 4 ← 316/365 0/0 ↓ 0/0 0/0</p> |
| <p>N/S Street: "LQ" St E/W Street: Driveway 5</p> <p>447/399 0/0 ↓ 0/0 0/0 → 5 ← 0/0 52/27 ↓ 0/0 453/390</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 6</p> <p>426/388 171/37 ↓ 0/0 154/79 → 6 ← 0/0 21/11 ↓ 0/0 74/13 308/662</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 7</p> <p>729/466 223/48 ↓ 0/0 0/0 → 7 ← 0/0 0/0 ↓ 0/0 0/0 462/741</p> | <p>N/S Street: "B" St E/W Street: Irvine Blvd</p> <p>0/0 0/0 ↓ 0/0 3312/1709 → 563 ← 1798/3166 404/94 ↓ 164/93 168/237 57/148 0/0</p> |
| <p>N/S Street: "Z" St E/W Street: "LQ" St</p> <p>0/0 48/28 ↓ 29/32 33/40 → 787 ← 32/19 509/296 ↓ 256/377 0/0</p> | <p>N/S Street: "Z" St E/W Street: Irvine Blvd</p> <p>34/23 127/87 ↓ 218/56 46/87 → 790 ← 27/106 3389/1671 ↓ 1749/3225 45/64 39/100 47/56 80/34 5/16</p> | <p>N/S Street: "B" St E/W Street: "LQ" St</p> <p>320/121 22/14 ↓ 94/24 12/7 → 798 ← 106/53 453/280 ↓ 239/327 60/19 8/7 5/40 5/5 57/138</p> | <p>N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd</p> <p>87/33 29/28 ↓ 148/73 20/42 → 800 ← 61/169 2858/1785 ↓ 1817/2854 533/162 464/360 184/235 255/412 22/94</p> |
| <p>N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd</p> <p>0/0 447/143 ↓ 307/158 792/1264 → 486 ← 1255/1376 392/333 ↓ 427/400 0/0</p> | <p>N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd</p> <p>0/0 0/0 ↓ 0/0 1082/1144 → 487 ← 1399/1278 38/282 ↓ 113/332 281/500 642/526 0/0</p> | | |

LEGEND

- Study Intersection - Signalized
- Study Intersection - Unsignalized
- Study Intersection - Roundabout
- # Study Intersection Number
- ## ↓ Turning Movement Volume
- ##/## AM Peak Hour/PM Peak Hour

Figure 7.7 Post Year 2035 Peak Hour Volumes – 2011 Approved Project – With Project

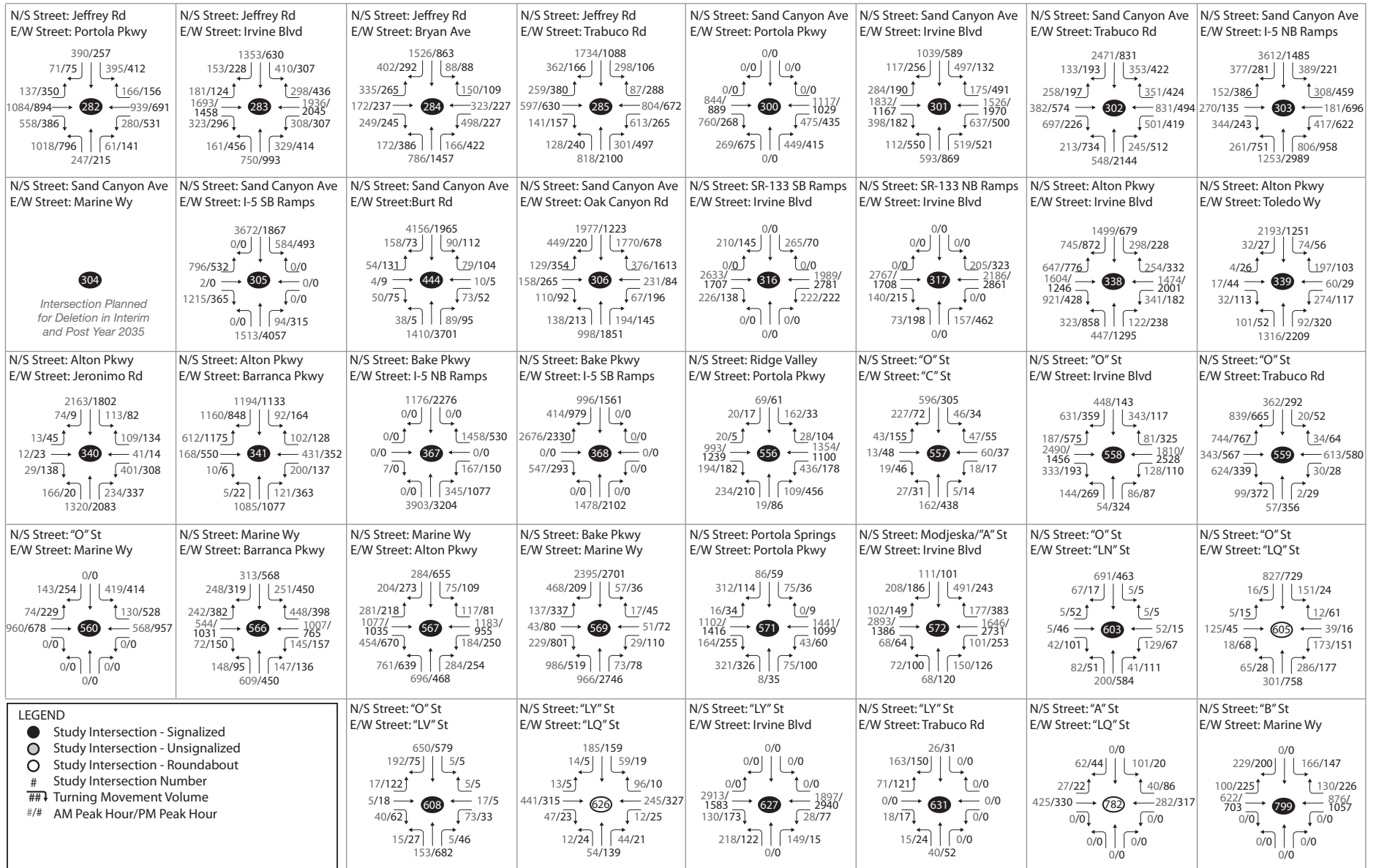
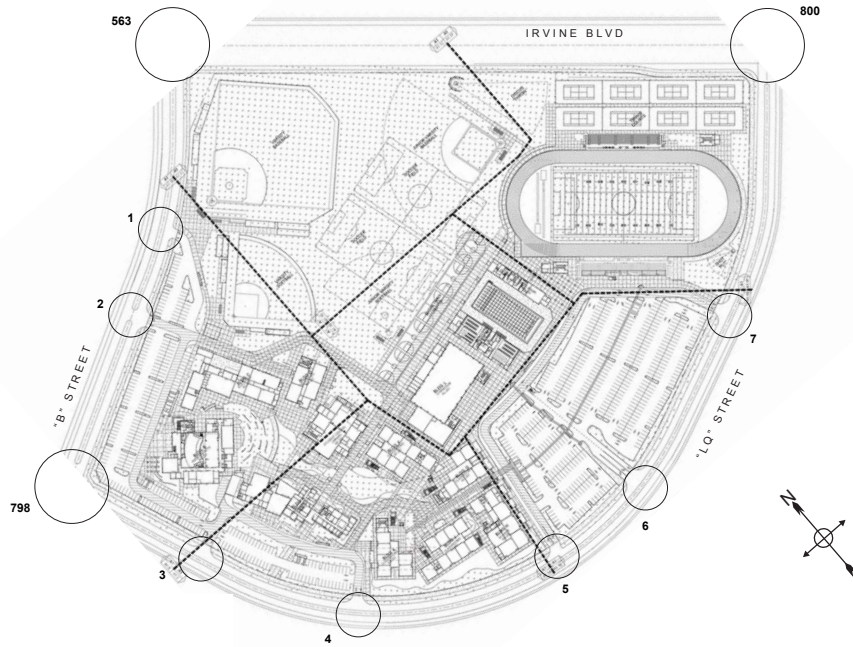


Figure 7.8 Post Year 2035 Peak Hour Volumes – 2012 Modified Project Option 1 – With Project



| | | | |
|---|---|---|--|
| N/S Street: "B" St E/W Street: Driveway 1 | N/S Street: Sand Canyon Ave E/W Street: Driveway 2 | N/S Street: Driveway 3 E/W Street: "LQ" St | N/S Street: Driveway 4 E/W Street: "LQ" St |
| N/S Street: "LQ" St E/W Street: Driveway 5 | N/S Street: "LQ" St E/W Street: Driveway 6 | N/S Street: "LQ" St E/W Street: Driveway 7 | N/S Street: "B" St E/W Street: Irvine Blvd |
| N/S Street: "Z" St E/W Street: "LQ" St | N/S Street: "Z" St E/W Street: Irvine Blvd | N/S Street: "B" St E/W Street: "LQ" St | N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd |
| N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd | N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd | | |

LEGEND

- Study Intersection - Signalized
- Study Intersection - Unsignalized
- Study Intersection - Roundabout
- # Study Intersection Number
- ##↘ Turning Movement Volume
- ##/## AM Peak Hour/PM Peak Hour

Figure 7.8 Post Year 2035 Peak Hour Volumes – 2012 Modified Project Option 1 – With Project

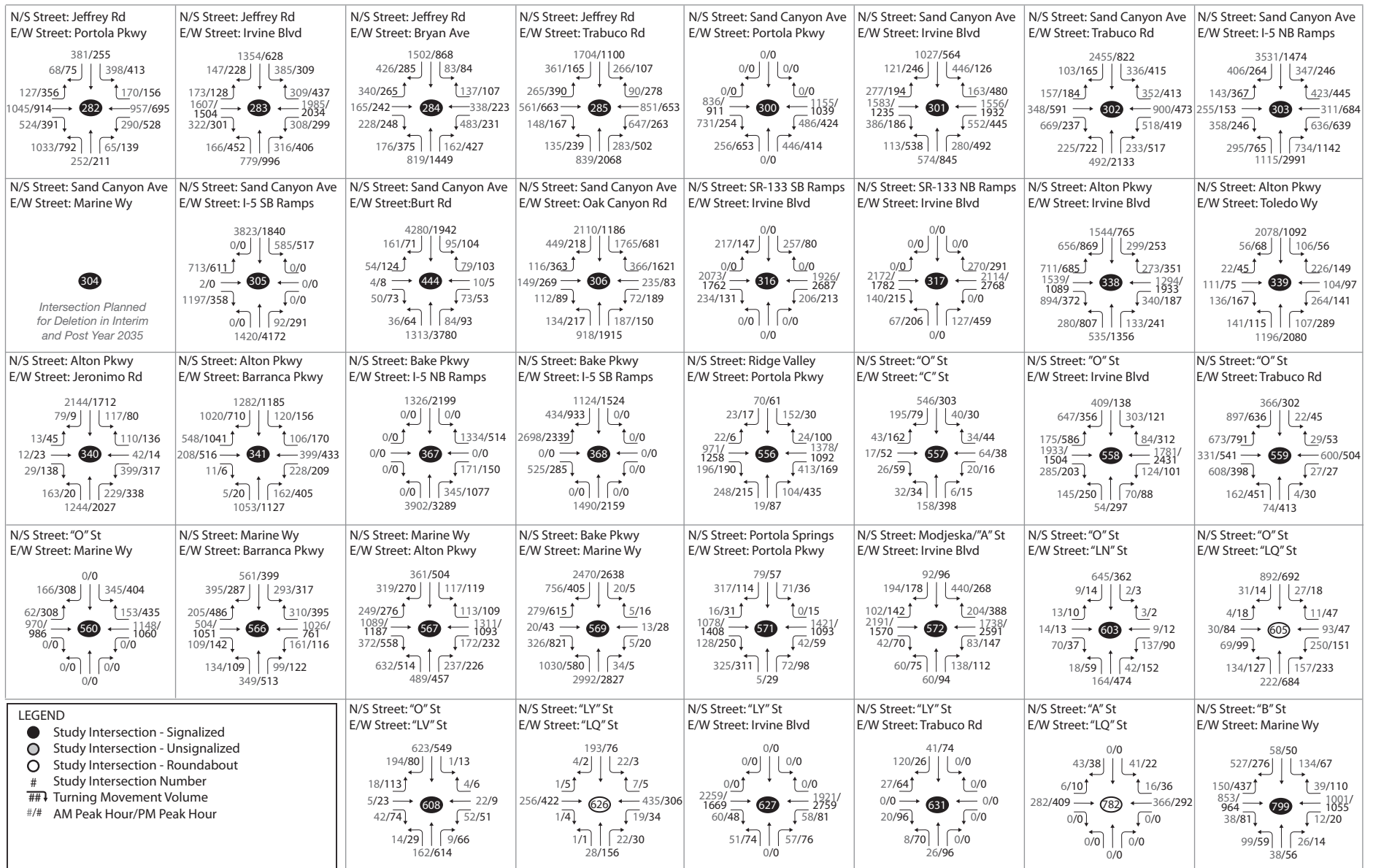
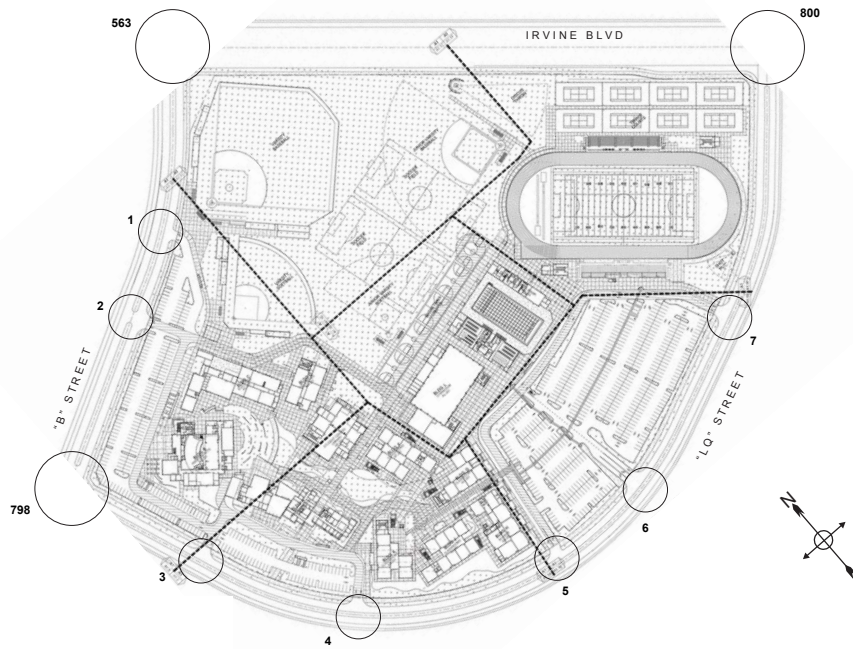


Figure 7.9 Post Year 2035 Peak Hour Volumes – 2012 Modified Project Option 2 – With Project

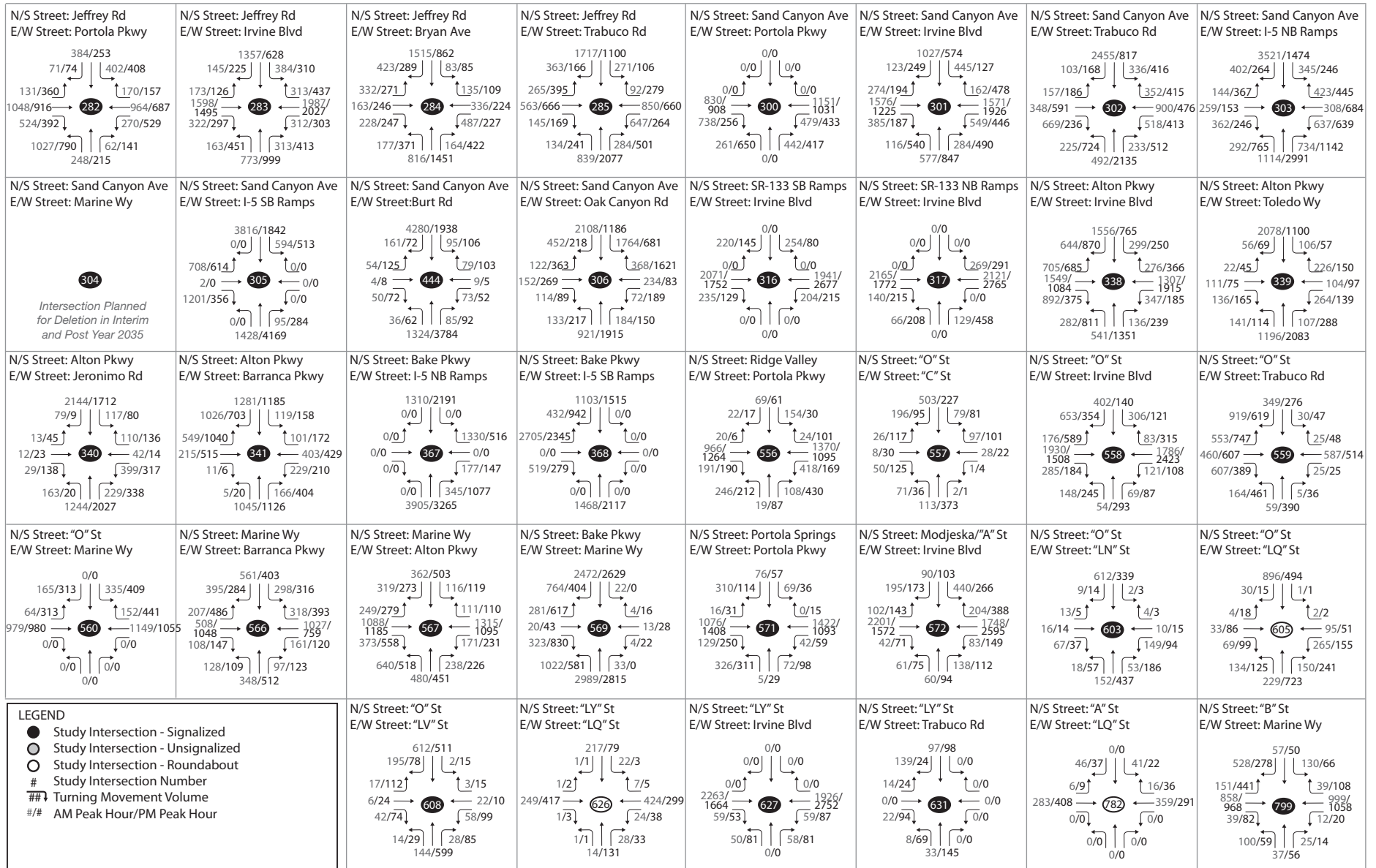


| | | | |
|---|--|---|--|
| <p>N/S Street: "B" St E/W Street: Driveway 1</p> <p>366/366 0/0 ↓ 0/0 0/0 → 1 ← 0/0 0/0 ↓ 7/2 162/269</p> | <p>N/S Street: Sand Canyon Ave E/W Street: Driveway 2</p> <p>366/366 0/0 ↓ 111/24 0/0 → 2 ← 0/0 0/0 ↓ 21/11 176/159</p> | <p>N/S Street: Driveway 3 E/W Street: "LQ" St</p> <p>42/21 ↓ 0/0 45/10 ↓ 15/3 280/358 → 3 ← 343/298 0/0 ↓ 0/0 0/0 ↓ 0/0</p> | <p>N/S Street: Driveway 4 E/W Street: "LQ" St</p> <p>7/5 14/7 ↓ 14/7 45/10 ↓ 30/10 280/358 → 4 ← 343/298 3/4 ↓ 7/5 7/2 ↓ 22/3 30/3</p> |
| <p>N/S Street: "LQ" St E/W Street: Driveway 5</p> <p>305/287 0/0 ↓ 0/0 0/0 → 5 ← 0/0 56/29 ↓ 0/0 280/358</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 6</p> <p>305/287 74/24 ↓ 0/0 105/55 ↓ 0/0 14/9 → 6 ← 45/6 28/9 ↓ 7/2 89/14 ↓ 3/4 293/284</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 7</p> <p>276/278 223/48 ↓ 0/0 0/0 → 7 ← 0/0 0/0 ↓ 0/0 0/0 ↓ 0/0 293/284</p> | <p>N/S Street: "B" St E/W Street: Irvine Blvd</p> <p>0/0 0/0 ↓ 0/0 0/0 → 563 ← 0/0 2694/2694 ↓ 1829/1829 243/243 ↓ 123/123 136/184 ↓ 69/85 0/0</p> |
| <p>N/S Street: "Z" St E/W Street: "LQ" St</p> <p>0/0 3/1 ↓ 7/2 12/19 → 787 ← 336/334 0/0 ↓ 0/0 0/0 ↓ 0/0</p> | <p>N/S Street: "Z" St E/W Street: Irvine Blvd</p> <p>36/18 139/85 ↓ 181/58 42/79 → 790 ← 26/100 2717/1821 ↓ 1851/3061 42/68 ↓ 52/86 57/54 ↓ 75/38 8/15</p> | <p>N/S Street: "B" St E/W Street: "LQ" St</p> <p>115/161 7/18 ↓ 78/19 23/3 → 798 ← 101/39 277/354 ↓ 313/277 41/26 ↓ 10/7 19/40 ↓ 22/5 125/136</p> | <p>N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd</p> <p>36/22 50/41 ↓ 165/69 23/70 → 800 ← 60/182 2724/1755 ↓ 1802/2963 297/73 ↓ 137/190 98/88 ↓ 213/148 14/48</p> |
| <p>N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd</p> <p>0/0 455/143 ↓ 299/169 0/0 → 486 ← 1334/1343 735/1285 ↓ 445/398 374/324 ↓ 0/0</p> | <p>N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd</p> <p>0/0 0/0 ↓ 0/0 0/0 → 487 ← 1499/1254 1014/1181 ↓ 131/329 41/275 ↓ 0/0 279/491 ↓ 613/554</p> | | |

LEGEND

- Study Intersection - Signalized
- Study Intersection - Unsignalized
- Study Intersection - Roundabout
- # Study Intersection Number
- ## ↓ Turning Movement Volume
- ##/## AM Peak Hour/PM Peak Hour

Figure 7.9 Post Year 2035 Peak Hour Volumes – 2012 Modified Project Option 2 – With Project



8. Special Analyses

The analyses for site access, parking, pedestrian and bicycle circulation and access, and stadium traffic are included in this section.

8.1 SITE ACCESS ANALYSIS

The Irvine High School No. 5 site has seven unsignalized access driveways located along “B” Street and “LQ” Street. Three additional signalized intersections are proposed along Irvine Boulevard at “B” Street and “LQ” Street, and at the intersection of “B” Street and “LQ” Street. These access points are proposed to serve a maximum capacity of 2,600 students and school employees that will utilize the facility during the school year. Tables 8-1 to 8-4 show the average delay for all seven access driveways for each scenario.

Table 8-1: Site Access Analysis – Year 2013

| Intersection | | 2011 AP | | | | 2012 MP1 | | | | 2012 MP2 | | | |
|--------------|----------------------|-------------|-----|-------------|-----|-------------|-----|-------------|-----|-------------|-----|-------------|-----|
| | | AM Peak | | PM Peak | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS |
| 1 | "B" St & Driveway 1 | 9.1 | A | 8.7 | A | 9.1 | A | 9.1 | A | 9.1 | A | 8.7 | A |
| 2 | "B" St & Driveway 2 | 9.0 | A | 8.6 | A | 9.0 | A | 8.6 | A | 9.0 | A | 8.6 | A |
| 3 | Driveway 3 & "LQ" St | 9.0 | A | 8.6 | A | 9.0 | A | 8.6 | A | 9.0 | A | 8.6 | A |
| 4 | Driveway 4 & "LQ" St | 9.8 | A | 8.8 | A | 9.8 | A | 8.8 | A | 9.8 | A | 8.8 | A |
| 5 | "LQ" St & Driveway 5 | 9.0 | A | 8.5 | A | 9.0 | A | 8.5 | A | 9.0 | A | 8.5 | A |
| 6 | "LQ" St & Driveway 6 | 10.4 | B | 9.0 | A | 10.4 | B | 9.0 | A | 10.4 | B | 9.0 | A |
| 7 | "LQ" St & Driveway 7 | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A |

Table 8-2: Site Access Analysis – Year 2017

| Intersection | | 2011 AP | | | | 2012 MP1 | | | | 2012 MP2 | | | |
|--------------|----------------------|-------------|-----|-------------|-----|-------------|-----|-------------|-----|-------------|-----|-------------|-----|
| | | AM Peak | | PM Peak | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS |
| 1 | "B" St & Driveway 1 | 9.1 | A | 8.7 | A | 9.1 | A | 8.7 | A | 9.1 | A | 8.7 | A |
| 2 | "B" St & Driveway 2 | 9.0 | A | 8.6 | A | 9.0 | A | 8.6 | A | 9.0 | A | 8.6 | A |
| 3 | Driveway 3 & "LQ" St | 9.0 | A | 8.6 | A | 9.0 | A | 8.6 | A | 9.0 | A | 8.6 | A |
| 4 | Driveway 4 & "LQ" St | 9.8 | A | 8.8 | A | 9.8 | A | 8.8 | A | 9.8 | A | 8.8 | A |
| 5 | "LQ" St & Driveway 5 | 9.0 | A | 8.5 | A | 9.0 | A | 8.5 | A | 9.0 | A | 8.5 | A |
| 6 | "LQ" St & Driveway 6 | 10.4 | B | 9.0 | A | 10.4 | B | 9.0 | A | 10.4 | B | 9.0 | A |
| 7 | "LQ" St & Driveway 7 | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A |

Table 8-3: Site Access Analysis – Year 2035

| Intersection | | 2011 AP | | | | 2012 MP1 | | | | 2012 MP2 | | | |
|--------------|----------------------|-------------|-----|-------------|-----|-------------|-----|-------------|-----|-------------|-----|-------------|-----|
| | | AM Peak | | PM Peak | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS |
| 1 | "B" St & Driveway 1 | 9.3 | A | 10.3 | B | 9.1 | A | 9.6 | A | 9.1 | A | 9.6 | A |
| 2 | "B" St & Driveway 2 | 12.1 | B | 11.0 | B | 12.2 | B | 10.0 | A | 12.2 | B | 10.0 | A |
| 3 | Driveway 3 & "LQ" St | 10.5 | B | 10.4 | B | 10.8 | B | 9.9 | A | 10.8 | B | 9.9 | A |
| 4 | Driveway 4 & "LQ" St | 12.0 | B | 11.3 | B | 16.4 | C | 13.5 | B | 16.4 | C | 13.6 | B |
| 5 | "LQ" St & Driveway 5 | 11.6 | B | 10.6 | B | 10.5 | B | 9.9 | A | 10.5 | B | 9.9 | A |
| 6 | "LQ" St & Driveway 6 | 35.3 | E | 24.5 | C | 28.7 | D | 14.8 | B | 28.7 | D | 14.8 | B |
| 7 | "LQ" St & Driveway 7 | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A |

Table 8-4: Site Access Analysis – Post Year 2035

| Intersection | | 2011 AP | | | | 2012 MP1 | | | | 2012 MP2 | | | |
|--------------|----------------------|-------------|-----|-------------|-----|-------------|-----|-------------|-----|-------------|-----|-------------|-----|
| | | AM Peak | | PM Peak | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS |
| 1 | "B" St & Driveway 1 | 9.4 | A | 10.4 | B | 9.1 | A | 9.7 | A | 9.1 | A | 9.7 | A |
| 2 | "B" St & Driveway 2 | 12.0 | B | 10.0 | A | 12.1 | B | 10.0 | B | 12.1 | B | 10.5 | B |
| 3 | Driveway 3 & "LQ" St | 10.3 | B | 10.5 | B | 10.5 | B | 10.0 | A | 10.5 | B | 10.0 | A |
| 4 | Driveway 4 & "LQ" St | 11.7 | B | 11.3 | B | 15.6 | C | 13.5 | B | 15.4 | C | 13.5 | B |
| 5 | "LQ" St & Driveway 5 | 11.4 | B | 10.7 | B | 10.3 | B | 10.3 | A | 10.3 | B | 9.9 | A |
| 6 | "LQ" St & Driveway 6 | 32.3 | D | 25.6 | D | 26.6 | D | 14.7 | B | 26.3 | D | 14.7 | B |
| 7 | "LQ" St & Driveway 7 | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A |

All access intersections are forecast to operate at an acceptable level of service during all analysis scenarios and both peak hour periods, with the exception of Driveway 6 on "LQ" Street (Intersection #6). This intersection is forecast to have an LOS E in the Year 2035 2011 Approved Project Scenario during the AM peak hour. The delay is caused by traffic coming out of the school parking lot, and can be mitigated by signaling the intersection.

8.1.1 Signal Warrant Analysis

A signal warrant analysis was conducted at all unsignalized study intersections per the Manual on Uniform Traffic Control Devices (MUTCD). Chapter 4 of the MUTCD includes criteria to determine if a traffic signal may be warranted at a stop-controlled or uncontrolled intersection. Traffic control may be needed if the criteria for one or more of the traffic signal warrants listed in Table 8-5 are met. If none of the warrants are satisfied, then a traffic signal should not be installed. However, the satisfaction of a traffic signal warrant or warrants does not in itself require the installation of traffic control signal. A signal should not be installed if it will seriously disrupt progressive traffic flow or if it will not improve overall safety or operation of the intersection.

Table 8-5: MUTCD Signal Warrants

| Warrant | | Intended Application | Based On |
|---------|-----------------------------|--|---|
| 1 | Eight-Hour Vehicular Volume | Where a large volume of intersecting traffic occurs throughout the day | Approach volumes over an 8-hour period |
| 2 | Four-Hour Vehicular Volume | Where both the major and minor streets experience high volumes during any 4 hours during the day | Volumes during the 4 highest hours |
| 3 | Peak Hour | Where the minor-street traffic suffers undue delay for a minimum of 1 hour of an average day | Peak hour approach volumes |
| 4 | Pedestrian Volume | Where traffic is so heavy that pedestrians experience excessive delay when crossing the major street | Pedestrian and major street volumes, traffic gaps |
| 5 | School Crossing | Where the fact that school children cross the major street is the main reason to consider a traffic signal | Distance to nearest signal, volumes |
| 6 | Coordinated Signal System | To maintain progressive movement and properly platoon vehicles in a coordinated signal system | Distance between signals, platooning |
| 7 | Crash Experience | Where the severity and frequency of crashes are the principal reason to consider installing a signal | Crash history, 8-hour volumes, speed limit |
| 8 | Roadway Network | To encourage concentration and organization of traffic flow on a roadway network | Peak hour and forecast volumes |

Source: Manual on Uniform Traffic Control (MUTCD) Chapter 4C

The peak hour signal warrant calculations are provided in the Appendix. The intersections of “B” Street & Irvine Boulevard (#563) and “LQ” Street & Irvine Boulevard (#800) satisfy the criteria for the peak hour signal warrant, and will be signalized as part of the project. Based on the forecast volumes, traffic signals are not warranted all at any of the other unsignalized study intersections and site access driveways scenarios in the Opening Year and Year 2017. However, Driveway 6 should be monitored and re-evaluated in when the Great Park Neighborhoods development occurs to the south of the project site. The intersection is forecast to operate at LOS E in the 2011 Approved Project and LOS D in the Modified Project Options 1 and 2 scenarios in the Year 2035. The signal warrants conducted in this study account for vehicle volumes, but not pedestrian volume. The intersection should be reevaluated for a signal warrant as part of the development and implementation of the roadway extension to the south.

8.1.2 Sight Distance Analysis

The driver of a vehicle approaching or departing from an intersection should have an unobstructed view of the intersection, including any traffic control devices, and sufficient lengths along the intersecting roadway to permit the driver to anticipate and avoid potential collisions. These unobstructed views form triangular areas known as sight triangles. Sight distance triangles for four-legged and three-legged intersections are shown in Exhibits 8.1 and 8.2.

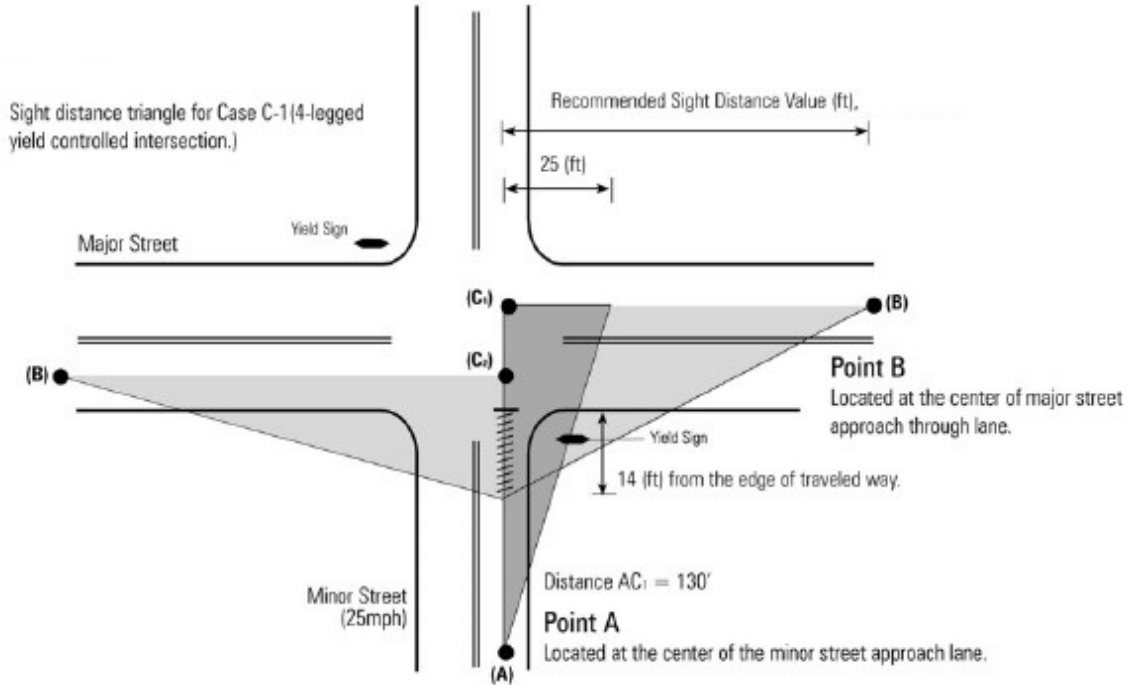


Exhibit 8.1 - Sight Distance Triangles for 4-Legged Intersections

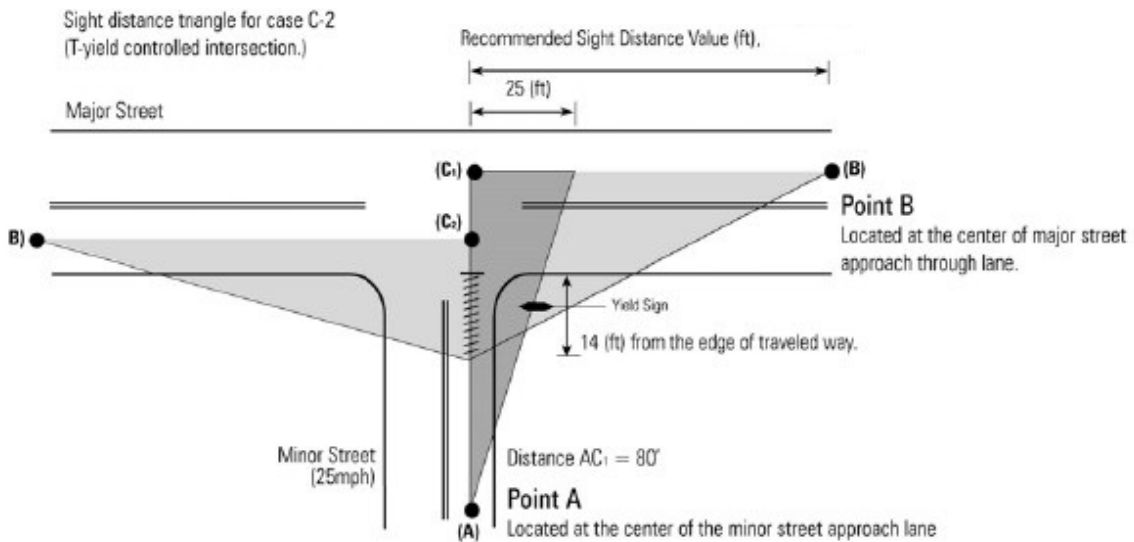


Exhibit 8.2 - Sight Distance Triangles for 3-Legged Intersections

Within this clear sight triangle, the objective is to remove or lower any object that obstructs the driver's view, if practical. Sight obstructions may include buildings, landscaping, fences, retaining walls, or the actual ground line.

Adequate sight distance should be provided for all access driveways and at intersections #563, #800, and #798. The sight triangles for these locations may be identified in a subsequent design phase when construction level drawings of the project site and surrounding roadways are available.

Table 8-6 includes the minimum sight distances for a passenger car to complete a left turn from a major roadway listed in the City of Irvine Transportation Design Procedures.

Table 8-6 Sight Distance Minimum Standards – Project Intersections

| Street | Design Speed (mph) | Min Sight Distance (feet) |
|-------------|--------------------|---------------------------|
| Irvine Blvd | 60 | 530 |
| "B" St | 25 | 225 |
| "LQ" St | 25 | 225 |

8.2 PARKING ANALYSIS

Irvine High School No. 5 is proposing to provide 784 surface parking spaces per the most current site plan. Parking spaces allocated to staff and performing arts would be accessible from Driveways 1 and 2 along "B" Street, visitor parking spaces would be accessible from Driveways 3 and 4 along "LQ" Street, and student, stadium event, and additional staff parking would be accessible from Driveways 5, 6, and 7 along "LQ" Street. The design of the surface parking spaces is still on-going, and the final number of parking spaces may change. Forecast peak period parking generation per the Institute of Transportation Engineers (ITE) Parking Generation Manual is 598 parking spaces. Table 8-7 summarizes the peak period forecast parking demand for the project.

Table 8-7 ITE Parking Generation – High School

| Use Classification | Unit | Quantity | ITE Rate (Spaces/Unit) | Peak Parking Generation |
|------------------------|----------|----------|------------------------|-------------------------|
| High School - Suburban | Students | 2,600 | 0.23 | 598 |

Source: Institute of Transportation Engineers Parking Generation Manual, 4th Edition

Based on the forecast parking generation and proposed parking supply, the proposed parking supply exceeds forecast peak period parking demand.

8.3 PEDESTRIAN AND BICYCLE CIRCULATION

The preliminary site plan for Irvine High School No. 5 shows landscaped pedestrian pathways throughout the school, with connections to the various surface parking facilities. There are currently Class II bike lanes along Irvine Boulevard, Alton Parkway, and Sand Canyon Avenue. It is recommended that the school provide bicycle lockers or racks on site, as well as signage to increase awareness and safety of bicyclists and pedestrians. No pedestrian or bicycle circulation issues are identified at this time, and no mitigation measures are required.

8.4 STADIUM TRAFFIC

The Irvine Unified School District is proposing to build a 2,940-seat athletic stadium as part of the High School No. 5 campus. The stadium would serve as a venue for special events such as graduation ceremonies and sports activities, and is not expected to generate a significant number of trips on a daily basis throughout the year. The proposed stadium would likely host one varsity football game per week for about ten to twelve weeks per year.

The proposed stadium is not expected to generate a significant number of trips during the AM peak hour, so the PM peak hour is the only time period selected for analysis. Any of the other High School No. 5 facilities (the performing arts center, tennis courts, softball/baseball fields, etc.) may be available for public or non-enrollment population use on a very limited basis on weekends and weekday evenings. This activity is not anticipated to contribute significantly to peak hour trip generation.

8.4.1 Stadium Trip Generation

The stadium land use category is not currently listed in the Institute of Transportation Engineers (ITE) Trip Generation Manual, and there is limited local or national survey data available for this type of use. High school stadiums typically do not generate a significant number of vehicle trips during the peak hours of adjacent street traffic, but volumes may vary depending on the type of event and the scheduled start time. Stadium uses that would not attract large numbers of spectators are not expected to generate any additional trips. Vehicle trips generated by sports team practices and activities that take place on the track and football field are already captured in the standard trip generation for the high school. The only additional trips that are expected to be generated by the stadium would be for events with a significant volume of spectators seated in the bleachers.

High school stadium activities that attract large numbers of spectators tend to be seasonal, and include football games, graduation ceremonies, and occasional community events. Varsity football games are typically scheduled for Thursday, Friday, or Saturday evenings between late August and early December.

The stadium at High School No. 5 is proposed to be comparable in size and function to the stadium at Irvine High School, and it is expected that the daily and peak hour trip generation for the proposed High School No. 5 will be similar to the trip generation at Irvine Stadium. Driveway counts were made at Irvine Stadium in an attempt to identify the number of vehicle trips that enter and exit the stadium site during a typical stadium event. Varsity football games with attendance at stadium capacity are forecast to generate a total of 605 evening peak hour trips (430 inbound and 175 outbound). This value is based on driveway volumes observed at Irvine Stadium and Institute of Transportation Engineers (ITE) *Trip Generation* rates for Heritage Park.

Evening peak hour trips are not expected to occur on typical weekdays. As a worst case scenario, the number of forecast project-related trips for a stadium event where every bleacher seat is filled is added to the weekday PM peak hour volumes for each intersection in the level of service analysis. This would be representative of a sold out varsity football game held on a Thursday night.

8.4.2 Average Daily Trips

The daily traffic volume for a stadium spectator event at High School No. 5 is forecast to be 2,176 trips, which includes 1,088 inbound trips and 1,088 outbound trips throughout the day. Daily trip generation for a special event land use like a high school stadium is highly variable, and depends on a number of local factors including demographics, weather patterns, team performance, and other site-specific criteria. The high school stadium is not one of the land use categories included in the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, so two other sources were used to estimate the daily trip rate for the High School No. 5: 1) The San

Diego Municipal Code Land Development Code Trip Generation Manual³, and 2) the Estancia High School Stadium Traffic and Parking Impact Analysis⁴.

The City of San Diego Traffic and Engineering Division recommended trip generation rate for a Sports Facility land use is 1 trip per attendee. A spectator sport facility is defined as a specially designed land use where people gather to watch a team sport or other attraction, such as the San Diego Qualcomm Stadium, the Sports Arena, or the Del Mar Race Track. This type of land use generally attracts more regional trips than a local high school football stadium, and would be expected to have a higher daily trip generation rate. The Newport-Mesa Unified School District proposed to build a stadium at Estancia High School in 2001. Estancia High is another local Orange County school located in the City of Costa Mesa. The Estancia High School Traffic and Parking Impact Analysis utilized a daily trip generation rate of 0.47 trips per seat, and forecast a total of 1,186 trips for a 2,523-seat stadium.

The daily trip generation rate of 0.74 trips per seat used for the High School No. 5 is based on an average of the City of San Diego Traffic and Engineering Division trip rate for a Sports Facility (1 trip per attendee) and the rate used for the Estancia High School stadium (0.47 trips per seat). This rate represents a conservative estimate for capacity events at High School No. 5.

The stadium trips would not be generated on typical weekdays throughout the year. Total driveway trips of 2,176 are only expected to occur on days when a varsity football game, graduation ceremony, or other special event that fills the stadium would occur. Varsity football games are scheduled for Friday evenings between late August and early December, and graduation ceremonies occur in the month of June. This traffic would have the characteristics of a special event, and would not contribute to the typical daily traffic volumes year round.

8.4.3 Stadium Trip Distribution

The stadium trip distribution for each analysis scenario has been developed based on the following assumptions:

- 68% of the trips generated for stadium events would originate within the High School No. 5 attendance area boundary, and follow a distribution similar to typical weekday traffic.
- 32% of the trips generated for stadium events would originate outside of the High School No. 5 attendance area boundary, with 3% coming from the east, 8% coming from the south, and 21% coming from the west. Trip distribution percentages on local arterials are proportional to 2011 daily traffic volumes published by the City of Irvine.

The inbound and outbound trip distribution through the study area during the PM peak time period for all analysis scenarios are provided in the Appendix. The intersection level of service results are shown in Tables 8-8 to 8-17.

³ San Diego Municipal Code, Land Development Code, Trip Generation Manual (May 2003)
<http://www.sandiego.gov/planning/pdf/tripmanual.pdf>

⁴ Estancia High School Stadium Traffic and Parking Impact Analysis (RK Engineering Group, Inc. February 2001)

Table 8-8 Year 2013 Peak Hour Intersection LOS Comparison

| Intersection | | Control ¹ | PM Peak Hour | | | | | Impact |
|--------------|---------------------------------|----------------------|--------------|-----|--------------|-----|---------------|--------|
| | | | No Project | | With Stadium | | Change in V/C | |
| | | | V/C Delay | LOS | V/C Delay | LOS | | |
| 1 | "B" St & Driveway 1 | U | n/a | n/a | 0.01 | A | 0.01 | |
| 2 | "B" St & Driveway 2 | U | n/a | n/a | 0.03 | A | 0.03 | |
| 3 | Driveway 3 & "LQ" St | U | n/a | n/a | 0.01 | A | 0.01 | |
| 4 | Driveway 4 & "LQ" St | U | n/a | n/a | 0.02 | A | 0.02 | |
| 5 | "LQ" St & Driveway 5 | U | n/a | n/a | 0.03 | A | 0.03 | |
| 6 | "LQ" St & Driveway 6 | U | n/a | n/a | 0.07 | A | 0.07 | |
| 7 | "LQ" St & Driveway 7 | U | n/a | n/a | 0.00 | A | 0.00 | |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.35 | A | 0.35 | A | 0.00 | |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.55 | A | 0.55 | A | 0.00 | |
| 284 | Jeffrey Rd & Bryan Av | S | 0.38 | A | 0.38 | A | 0.00 | |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.43 | A | 0.43 | A | 0.00 | |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.29 | A | 0.29 | A | 0.00 | |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.50 | A | 0.51 | A | 0.01 | |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.38 | A | 0.39 | A | 0.01 | |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.84 | D | 0.85 | D | 0.01 | |
| 304 | Sand Canyon Av & Marine Way | S | 0.61 | B | 0.62 | B | 0.01 | |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 1.02 | F | 1.03 | F | 0.01 | |
| 444 | Sand Canyon Av & Burt Rd | S | 0.57 | A | 0.57 | A | 0.00 | |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.29 | A | 0.29 | A | 0.00 | |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.44 | A | 0.46 | A | 0.02 | |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.62 | B | 0.64 | B | 0.03 | |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.49 | A | 0.50 | A | 0.01 | |
| 339 | Alton Pkwy & Toledo Way | S | 0.36 | A | 0.37 | A | 0.01 | |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.35 | A | 0.35 | A | 0.00 | |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.57 | A | 0.58 | A | 0.01 | |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.35 | A | 0.35 | A | 0.00 | |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.73 | C | 0.73 | C | 0.00 | |
| 556 | Ridge Valley & Portola Pkwy | S | 0.25 | A | 0.25 | A | 0.00 | |
| 563 | "B" St & Irvine Blvd | U | 0.00 | A | 0.38 | A | 0.38 | |
| 571 | Portola Springs & Portola Pkwy | S | 0.15 | A | 0.15 | A | 0.00 | |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.44 | A | 0.61 | B | 0.17 | |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | U | 0.00 | A | 0.37 | A | 0.37 | |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout

Table 8-9 Year 2017 Intersection LOS Comparison – 2011 Approved Project

| Intersection | | Control ¹ | PM Peak Hour | | | | | Impact |
|--------------|----------------------|----------------------|--------------|-----|--------------|-----|---------------|--------|
| | | | No Project | | With Stadium | | Change in V/C | |
| | | | V/C Delay | LOS | V/C Delay | LOS | | |
| 1 | "B" St & Driveway 1 | U | n/a | n/a | 0.01 | A | 0.01 | |
| 2 | "B" St & Driveway 2 | U | n/a | n/a | 0.03 | A | 0.03 | |
| 3 | Driveway 3 & "LQ" St | U | n/a | n/a | 0.01 | A | 0.01 | |

| Intersection | | Control ¹ | PM Peak Hour | | | | | Change in V/C | Impact |
|--------------|-----------------------------------|----------------------|--------------|-----|--------------|-----|------|---------------|--------|
| | | | No Project | | With Stadium | | | | |
| | | | V/C Delay | LOS | V/C Delay | LOS | | | |
| 4 | Driveway 4 & "LQ" St | U | n/a | n/a | 0.02 | A | 0.02 | | |
| 5 | "LQ" St & Driveway 5 | U | n/a | n/a | 0.03 | A | 0.03 | | |
| 6 | "LQ" St & Driveway 6 | U | n/a | n/a | 0.07 | A | 0.07 | | |
| 7 | "LQ" St & Driveway 7 | U | n/a | n/a | 0.00 | A | 0.00 | | |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.64 | B | 0.64 | B | 0.00 | | |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.68 | B | 0.68 | B | 0.00 | | |
| 284 | Jeffrey Rd & Bryan Av | S | 0.50 | A | 0.51 | A | 0.01 | | |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.64 | B | 0.64 | B | 0.00 | | |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.36 | A | 0.48 | A | 0.12 | | |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.62 | B | 0.63 | B | 0.01 | | |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.67 | B | 0.68 | B | 0.01 | | |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.66 | B | 0.66 | B | 0.00 | | |
| 304 | Sand Canyon Av & Marine Way | S | 0.76 | C | 0.76 | C | 0.00 | | |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 0.83 | D | 0.83 | D | 0.00 | | |
| 444 | Sand Canyon Av & Burt Rd | S | 0.62 | B | 0.62 | B | 0.00 | | |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.99 | E | 0.99 | E | 0.00 | | |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.54 | A | 0.55 | A | 0.01 | | |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.79 | C | 0.86 | D | 0.07 | | |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.81 | D | 0.81 | D | 0.00 | | |
| 339 | Alton Pkwy & Toledo Way | S | 0.60 | A | 0.60 | B | 0.00 | | |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.55 | A | 0.55 | A | 0.00 | | |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.70 | B | 0.70 | C | 0.00 | | |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.73 | C | 0.73 | C | 0.00 | | |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.90 | D | 0.91 | E | 0.01 | | |
| 556 | Ridge Valley & Portola Pkwy | S | 0.63 | B | 0.63 | B | 0.00 | | |
| 557 | "O" St & "C" St | R | 0.23 | A | 0.23 | A | 0.00 | | |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.84 | D | 0.87 | D | 0.03 | | |
| 559 | "O" St & Trabuco Rd | S | 0.45 | A | 0.45 | A | 0.00 | | |
| 560 | "O" St & Marine Way | S | 0.34 | A | 0.34 | A | 0.00 | | |
| 563 | "B" St & Irvine Blvd | S | 0.00 | A | 0.14 | A | 0.14 | | |
| 571 | Portola Springs & Portola Pkwy | S | 0.15 | A | 0.16 | A | 0.01 | | |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.60 | B | 0.63 | B | 0.03 | | |
| 603 | "O" St & "LN" St | U | 0.07 | A | 0.08 | A | 0.00 | | |
| 605 | "O" St & "LQ" St | R | 0.22 | A | 0.22 | A | 0.00 | | |
| 608 | "O" St & "LV" St | U | 0.01 | A | 0.01 | A | 0.00 | | |
| 626 | "LY" St & "LQ" St | R | 0.25 | A | 0.25 | A | 0.00 | | |
| 627 | "LY" St & Irvine Blvd | S | 0.70 | C | 0.73 | C | 0.03 | | |
| 631 | "LY" St & Trabuco Rd | U | 0.01 | A | 0.01 | A | 0.00 | | |
| 782 | "A" St & "LQ" St | R | 0.26 | A | 0.26 | A | 0.00 | | |
| 790 | "Z" St & Irvine Blvd | S | 0.59 | A | 0.62 | B | 0.03 | | |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.85 | D | 0.85 | D | 0.00 | | |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout

Table 8-10 Year 2017 Intersection LOS Comparison – 2012 Modified Project Option 1

| | Intersection | Control ¹ | PM Peak Hour | | | | | Impact |
|-----|-----------------------------------|----------------------|--------------|-----|--------------|-----|---------------|--------|
| | | | No Project | | With Stadium | | Change in V/C | |
| | | | V/C Delay | LOS | V/C Delay | LOS | | |
| 1 | "B" St & Driveway 1 | U | n/a | n/a | 0.01 | A | 0.01 | |
| 2 | "B" St & Driveway 2 | U | n/a | n/a | 0.03 | A | 0.03 | |
| 3 | Driveway 3 & "LQ" St | U | n/a | n/a | 0.01 | A | 0.01 | |
| 4 | Driveway 4 & "LQ" St | U | n/a | n/a | 0.02 | A | 0.02 | |
| 5 | "LQ" St & Driveway 5 | U | n/a | n/a | 0.03 | A | 0.03 | |
| 6 | "LQ" St & Driveway 6 | U | n/a | n/a | 0.07 | A | 0.07 | |
| 7 | "LQ" St & Driveway 7 | U | n/a | n/a | 0.00 | A | 0.00 | |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.63 | B | 0.64 | B | 0.01 | |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.67 | B | 0.67 | B | 0.00 | |
| 284 | Jeffrey Rd & Bryan Av | S | 0.58 | A | 0.58 | A | 0.00 | |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.64 | B | 0.65 | B | 0.00 | |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.48 | A | 0.48 | A | 0.00 | |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.53 | A | 0.54 | A | 0.01 | |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.72 | C | 0.72 | C | 0.00 | |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.76 | C | 0.77 | C | 0.01 | |
| 304 | Sand Canyon Av & Marine Way | S | 0.89 | D | 0.89 | D | 0.00 | |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 0.85 | D | 0.85 | D | 0.00 | |
| 444 | Sand Canyon Av & Burt Rd | S | 0.80 | C | 0.80 | C | 0.00 | |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 1.00 | F | 1.00 | F | 0.00 | |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.49 | A | 0.51 | A | 0.02 | |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.70 | B | 0.77 | C | 0.07 | |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.81 | D | 0.81 | D | 0.00 | |
| 339 | Alton Pkwy & Toledo Way | S | 0.59 | A | 0.60 | A | 0.01 | |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.54 | A | 0.55 | A | 0.01 | |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.70 | C | 0.71 | C | 0.01 | |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.73 | C | 0.73 | C | 0.00 | |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.90 | D | 0.90 | D | 0.00 | |
| 556 | Ridge Valley & Portola Pkwy | S | 0.65 | B | 0.65 | B | 0.00 | |
| 557 | "O" St & "C" St | R | 0.38 | A | 0.38 | A | 0.00 | |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.67 | B | 0.70 | B | 0.03 | |
| 559 | "O" St & Trabuco Rd | S | 0.64 | B | 0.64 | B | 0.00 | |
| 560 | "O" St & Marine Way | S | 0.49 | A | 0.49 | A | 0.00 | |
| 563 | "B" St & Irvine Blvd | S | 0.00 | A | 0.72 | C | 0.72 | |
| 571 | Portola Springs & Portola Pkwy | S | 0.48 | A | 0.48 | A | 0.00 | |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.55 | A | 0.58 | A | 0.03 | |
| 603 | "O" St & "LN" St | U | 0.18 | A | 0.18 | A | 0.00 | |
| 605 | "O" St & "LQ" St | R | 0.24 | A | 0.24 | A | 0.00 | |
| 608 | "O" St & "LV" St | U | 0.22 | A | 0.35 | A | 0.13 | |
| 626 | "LY" St & "LQ" St | R | 0.29 | A | 0.29 | A | 0.00 | |
| 627 | "LY" St & Irvine Blvd | S | 0.64 | B | 0.67 | B | 0.03 | |
| 631 | "LY" St & Trabuco Rd | U | 0.02 | A | 0.02 | A | 0.00 | |
| 782 | "A" St & "LQ" St | R | 0.24 | A | 0.25 | A | 0.00 | |

| | Intersection | Control ¹ | PM Peak Hour | | | | | |
|-----|---------------------------------|----------------------|--------------|-----|--------------|-----|---------------|--------|
| | | | No Project | | With Stadium | | Change in V/C | Impact |
| | | | V/C Delay | LOS | V/C Delay | LOS | | |
| 790 | "Z" St & Irvine Blvd | S | 0.53 | A | 0.58 | A | 0.05 | |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.86 | D | 0.86 | D | 0.00 | |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout

Table 8-11 Year 2017 Intersection LOS Comparison – 2012 Modified Project Option 2

| | Intersection | Control ¹ | PM Peak Hour | | | | | |
|-----|-----------------------------------|----------------------|--------------|-----|--------------|-----|---------------|--------|
| | | | No Project | | With Stadium | | Change in V/C | Impact |
| | | | V/C Delay | LOS | V/C Delay | LOS | | |
| 1 | "B" St & Driveway 1 | U | n/a | n/a | 0.01 | A | 0.01 | |
| 2 | "B" St & Driveway 2 | U | n/a | n/a | 0.02 | A | 0.02 | |
| 3 | Driveway 3 & "LQ" St | U | n/a | n/a | 0.02 | A | 0.02 | |
| 4 | Driveway 4 & "LQ" St | U | n/a | n/a | 0.01 | A | 0.01 | |
| 5 | "LQ" St & Driveway 5 | U | n/a | n/a | 0.03 | A | 0.03 | |
| 6 | "LQ" St & Driveway 6 | U | n/a | n/a | 0.08 | A | 0.08 | |
| 7 | "LQ" St & Driveway 7 | U | n/a | n/a | 0.00 | A | 0.00 | |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.64 | B | 0.64 | B | 0.00 | |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.67 | B | 0.67 | B | 0.00 | |
| 284 | Jeffrey Rd & Bryan Av | S | 0.58 | A | 0.59 | A | 0.01 | |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.64 | B | 0.65 | B | 0.01 | |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.48 | A | 0.48 | A | 0.00 | |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.60 | A | 0.60 | B | 0.01 | |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.72 | C | 0.72 | C | 0.00 | |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.76 | C | 0.76 | C | 0.00 | |
| 304 | Sand Canyon Av & Marine Way | S | 0.89 | D | 0.89 | D | 0.00 | |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 0.85 | D | 0.86 | D | 0.00 | |
| 444 | Sand Canyon Av & Burt Rd | S | 0.80 | C | 0.80 | D | 0.00 | |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 1.00 | F | 1.00 | F | 0.00 | |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.49 | A | 0.51 | A | 0.02 | |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.70 | B | 0.77 | C | 0.07 | |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.81 | D | 0.81 | D | 0.00 | |
| 339 | Alton Pkwy & Toledo Way | S | 0.59 | A | 0.60 | A | 0.01 | |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.54 | A | 0.55 | A | 0.01 | |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.70 | C | 0.71 | C | 0.01 | |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.73 | C | 0.73 | C | 0.00 | |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.90 | D | 0.90 | D | 0.00 | |
| 556 | Ridge Valley & Portola Pkwy | S | 0.65 | B | 0.65 | B | 0.00 | |
| 557 | "O" St & "C" St | R | 0.38 | A | 0.38 | A | 0.00 | |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.76 | C | 0.79 | C | 0.03 | |
| 559 | "O" St & Trabuco Rd | S | 0.63 | B | 0.63 | B | 0.00 | |
| 560 | "O" St & Marine Way | S | 0.50 | A | 0.50 | A | 0.00 | |

| Intersection | | Control ¹ | PM Peak Hour | | | | | Impact |
|--------------|---------------------------------|----------------------|--------------|-----|--------------|-----|---------------|--------|
| | | | No Project | | With Stadium | | Change in V/C | |
| | | | V/C Delay | LOS | V/C Delay | LOS | | |
| 563 | "B" St & Irvine Blvd | S | 0.00 | A | 0.73 | C | 0.73 | |
| 571 | Portola Springs & Portola Pkwy | S | 0.48 | A | 0.48 | A | 0.00 | |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.55 | A | 0.58 | A | 0.03 | |
| 603 | "O" St & "LN" St | U | 0.15 | A | 0.15 | A | 0.00 | |
| 605 | "O" St & "LQ" St | R | 0.24 | A | 0.24 | A | 0.00 | |
| 608 | "O" St & "LV" St | U | 0.29 | A | 0.36 | A | 0.08 | |
| 626 | "LY" St & "LQ" St | R | 0.28 | A | 0.28 | A | 0.00 | |
| 627 | "LY" St & Irvine Blvd | S | 0.64 | B | 0.67 | B | 0.03 | |
| 631 | "LY" St & Trabuco Rd | U | 0.02 | A | 0.02 | A | 0.00 | |
| 782 | "A" St & "LQ" St | R | 0.23 | A | 0.23 | A | 0.00 | |
| 790 | "Z" St & Irvine Blvd | S | 0.56 | A | 0.58 | A | 0.02 | |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.86 | D | 0.87 | D | 0.01 | |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout

Table 8-12 Year 2035 Intersection LOS Comparison – 2011 Approved Project

| | Intersection | Control ¹ | PM Peak Hour | | | | | Change in V/C | Impact |
|-----|-----------------------------------|----------------------|--------------|-----|-----------------|-----|------|------------------|--------|
| | | | No Project | | With Stadium | | | | |
| | | | V/C Delay | LOS | V/C Delay | LOS | | | |
| 1 | "B" St & Driveway 1 | U | n/a | n/a | 0.00 | A | 0.00 | | |
| 2 | "B" St & Driveway 2 | U | n/a | n/a | 0.05 | A | 0.05 | | |
| 3 | Driveway 3 & "LQ" St | U | n/a | n/a | 0.03 | A | 0.03 | | |
| 4 | Driveway 4 & "LQ" St | U | n/a | n/a | 0.02 | A | 0.02 | | |
| 5 | "LQ" St & Driveway 5 | U | n/a | n/a | 0.04 | A | 0.04 | | |
| 6 | "LQ" St & Driveway 6 | U | n/a | n/a | 0.26 | A | 0.26 | | |
| 7 | "LQ" St & Driveway 7 | U | n/a | n/a | 0.00 | A | 0.00 | | |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.64 | B | 0.64 | B | 0.00 | | |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.72 | C | 0.72 | C | 0.00 | | |
| 284 | Jeffrey Rd & Bryan Av | S | 0.77 | C | 0.77 | C | 0.00 | | |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.78 | C | 0.78 | C | 0.00 | | |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.59 | A | 0.60 | A | 0.01 | | |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.80 | C | 0.80 | D | 0.01 | | |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.83 | D | 0.84 | D | 0.01 | | |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.95 | E | 0.95 | E | 0.00 | | |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 0.89 | D | 0.89 | D | 0.00 | | |
| 444 | Sand Canyon Av & Burt Rd | S | 0.86 | D | 0.87 | D | 0.01 | | |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.78 | C | 0.78 | C | 0.00 | | |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.65 | B | 0.66 | B | 0.01 | | |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.77 | C | 0.83 | D | 0.06 | | |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.95 | E | 0.95 | E | 0.00 | | |
| 339 | Alton Pkwy & Toledo Way | S | 0.65 | B | 0.66 | B | 0.01 | | |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.60 | B | 0.61 | B | 0.01 | | |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.83 | D | 0.83 | D | 0.01 | | |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.65 | B | 0.65 | B | 0.00 | | |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.96 | E | 0.96 | E | 0.00 | | |
| 486 | SR-133 SB Ramps & Trabuco Rd | S | 0.61 | B | 0.61 | B | 0.00 | | |
| 487 | SR-133 NB Ramps & Trabuco Rd | S | 0.69 | B | 0.69 | B | 0.00 | | |
| 556 | Ridge Valley & Portola Pkwy | S | 0.58 | A | 0.58 | A | 0.00 | | |
| 557 | "O" St & "C" St | R | 0.24 | A | 0.24 | A | 0.00 | | |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.80 | C | 0.83 | D | 0.03 | | |
| 559 | "O" St & Trabuco Rd | S | 0.80 | C | 0.80 | C | 0.00 | | |
| 560 | "O" St & Marine Way | S | 0.65 | B | 0.65 | B | 0.00 | | |
| 563 | "B" St & Irvine Blvd | S | 0.76 | C | 0.80 | C | 0.04 | | |
| 566 | Marine Way & Barranca Pkwy | S | 0.68 | B | 0.68 | B | 0.00 | | |
| 567 | Marine Way & Alton Pkwy | S | 0.67 | B | 0.67 | B | 0.00 | | |
| 569 | Bake Pkwy & Marine Way | S | 0.70 | B | 0.70 | B | 0.00 | | |
| 571 | Portola Springs & Portola Pkwy | S | 0.49 | A | 0.49 | A | 0.00 | | |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.78 | C | 0.81 | D | 0.03 | | |
| 603 | "O" St & "LN" St | S | 0.35 | A | 0.36 | A | 0.01 | | |
| 605 | "O" St & "LQ" St | R | 0.44 | A | 0.44 | A | 0.00 | | |
| 608 | "O" St & "LV" St | S | 0.35 | A | 0.35 | A | 0.00 | | |

| Intersection | | Control ¹ | PM Peak Hour | | | | | |
|--------------|---------------------------------|----------------------|--------------|-----|--------------|-----|---------------|--------|
| | | | No Project | | With Stadium | | Change in V/C | Impact |
| | | | V/C Delay | LOS | V/C Delay | LOS | | |
| 626 | "LY" St & "LQ" St | R | 0.33 | A | 0.34 | A | 0.01 | |
| 627 | "LY" St & Irvine Blvd | S | 0.63 | B | 0.65 | B | 0.02 | |
| 631 | "LY" St & Trabuco Rd | U | 0.08 | A | 0.08 | A | 0.00 | |
| 782 | "A" St & "LQ" St | R | 0.32 | A | 0.34 | A | 0.03 | |
| 787 | "Z" St & "LQ" St | U | 0.05 | A | 0.05 | A | 0.00 | |
| 790 | "Z" St & Irvine Blvd | S | 0.75 | C | 0.78 | C | 0.03 | |
| 798 | "B" St & "LQ" St | S | 0.41 | A | 0.47 | A | 0.06 | |
| 799 | "B" St & Marine Way | S | 0.59 | A | 0.59 | A | 0.00 | |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.80 | C | 0.83 | D | 0.03 | |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout

Table 8-13 Year 2035 Intersection LOS Comparison – 2012 Modified Project Option 1

| Intersection | | Control ¹ | PM Peak Hour | | | | | |
|--------------|-------------------------------|----------------------|--------------|-----|--------------|-----|---------------|--------|
| | | | No Project | | With Stadium | | Change in V/C | Impact |
| | | | V/C Delay | LOS | V/C Delay | LOS | | |
| 1 | "B" St & Driveway 1 | U | n/a | n/a | 0.00 | A | 0.00 | |
| 2 | "B" St & Driveway 2 | U | n/a | n/a | 0.04 | A | 0.04 | |
| 3 | Driveway 3 & "LQ" St | U | n/a | n/a | 0.02 | A | 0.02 | |
| 4 | Driveway 4 & "LQ" St | U | n/a | n/a | 0.03 | A | 0.03 | |
| 5 | "LQ" St & Driveway 5 | U | n/a | n/a | 0.04 | A | 0.04 | |
| 6 | "LQ" St & Driveway 6 | U | n/a | n/a | 0.11 | A | 0.11 | |
| 7 | "LQ" St & Driveway 7 | U | n/a | n/a | 0.00 | A | 0.00 | |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.76 | C | 0.76 | C | 0.00 | |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.72 | C | 0.72 | C | 0.00 | |
| 284 | Jeffrey Rd & Bryan Av | S | 0.70 | B | 0.70 | C | 0.01 | |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.78 | C | 0.78 | C | 0.00 | |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.60 | A | 0.60 | A | 0.00 | |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.79 | C | 0.79 | C | 0.00 | |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.82 | D | 0.83 | D | 0.00 | |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 1.02 | F | 1.02 | F | 0.00 | |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 0.93 | E | 0.93 | E | 0.00 | |
| 444 | Sand Canyon Av & Burt Rd | S | 0.88 | D | 0.88 | D | 0.00 | |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.79 | C | 0.79 | C | 0.00 | |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.64 | B | 0.65 | B | 0.01 | |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.79 | C | 0.84 | D | 0.06 | |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.94 | E | 0.94 | E | 0.00 | |
| 339 | Alton Pkwy & Toledo Way | S | 0.70 | B | 0.70 | C | 0.00 | |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.59 | A | 0.60 | A | 0.01 | |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.79 | C | 0.80 | C | 0.01 | |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.66 | B | 0.66 | B | 0.00 | |

| Intersection | | Control ¹ | PM Peak Hour | | | | | Impact |
|--------------|-----------------------------------|----------------------|--------------|-----|--------------|-----|---------------|--------|
| | | | No Project | | With Stadium | | Change in V/C | |
| | | | V/C Delay | LOS | V/C Delay | LOS | | |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.97 | E | 0.97 | E | 0.00 | |
| 486 | SR-133 SB Ramps & Trabuco Rd | S | 0.62 | B | 0.62 | B | 0.00 | |
| 487 | SR-133 NB Ramps & Trabuco Rd | S | 0.70 | C | 0.70 | C | 0.00 | |
| 556 | Ridge Valley & Portola Pkwy | S | 0.56 | A | 0.56 | A | 0.00 | |
| 557 | "O" St & "C" St | R | 0.26 | A | 0.26 | A | 0.00 | |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.78 | C | 0.80 | D | 0.02 | |
| 559 | "O" St & Trabuco Rd | S | 0.77 | C | 0.77 | C | 0.00 | |
| 560 | "O" St & Marine Way | S | 0.66 | B | 0.66 | B | 0.00 | |
| 563 | "B" St & Irvine Blvd | S | 0.72 | C | 0.76 | C | 0.04 | |
| 566 | Marine Way & Barranca Pkwy | S | 0.64 | B | 0.65 | B | 0.01 | |
| 567 | Marine Way & Alton Pkwy | S | 0.63 | B | 0.64 | B | 0.01 | |
| 569 | Bake Pkwy & Marine Way | S | 0.76 | C | 0.76 | C | 0.00 | |
| 571 | Portola Springs & Portola Pkwy | S | 0.50 | A | 0.50 | A | 0.00 | |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.76 | C | 0.78 | C | 0.02 | |
| 603 | "O" St & "LN" St | S | 0.33 | A | 0.33 | A | 0.00 | |
| 605 | "O" St & "LQ" St | R | 0.40 | A | 0.41 | A | 0.00 | |
| 608 | "O" St & "LV" St | S | 0.34 | A | 0.34 | A | 0.00 | |
| 626 | "LY" St & "LQ" St | R | 0.39 | A | 0.40 | A | 0.01 | |
| 627 | "LY" St & Irvine Blvd | S | 0.62 | B | 0.63 | B | 0.01 | |
| 631 | "LY" St & Trabuco Rd | U | 0.10 | A | 0.10 | A | 0.00 | |
| 782 | "A" St & "LQ" St | R | 0.36 | A | 0.38 | A | 0.02 | |
| 787 | "Z" St & "LQ" St | U | 0.02 | A | 0.02 | A | 0.00 | |
| 790 | "Z" St & Irvine Blvd | S | 0.73 | C | 0.75 | C | 0.02 | |
| 798 | "B" St & "LQ" St | S | 0.40 | A | 0.42 | A | 0.02 | |
| 799 | "B" St & Marine Way | S | 0.70 | C | 0.70 | C | 0.00 | |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.74 | C | 0.74 | C | 0.00 | |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout

Table 8-14 Year 2035 Intersection LOS Comparison – 2012 Modified Project Option 2

| Intersection | | Control ¹ | PM Peak Hour | | | | | Impact |
|--------------|---------------------------|----------------------|--------------|-----|--------------|-----|---------------|--------|
| | | | No Project | | With Stadium | | Change in V/C | |
| | | | V/C Delay | LOS | V/C Delay | LOS | | |
| 1 | "B" St & Driveway 1 | U | n/a | n/a | 0.00 | A | 0.00 | |
| 2 | "B" St & Driveway 2 | U | n/a | n/a | 0.04 | A | 0.04 | |
| 3 | Driveway 3 & "LQ" St | U | n/a | n/a | 0.02 | A | 0.02 | |
| 4 | Driveway 4 & "LQ" St | U | n/a | n/a | 0.03 | A | 0.03 | |
| 5 | "LQ" St & Driveway 5 | U | n/a | n/a | 0.04 | A | 0.04 | |
| 6 | "LQ" St & Driveway 6 | U | n/a | n/a | 0.11 | A | 0.11 | |
| 7 | "LQ" St & Driveway 7 | U | n/a | n/a | 0.00 | A | 0.00 | |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.64 | B | 0.64 | B | 0.00 | |

| Intersection | | Control ¹ | PM Peak Hour | | | | | Change in V/C | Impact |
|--------------|-----------------------------------|----------------------|--------------|-----|--------------|-----|------|---------------|--------|
| | | | No Project | | With Stadium | | | | |
| | | | V/C Delay | LOS | V/C Delay | LOS | | | |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.71 | C | 0.72 | C | 0.01 | | |
| 284 | Jeffrey Rd & Bryan Av | S | 0.78 | C | 0.79 | C | 0.01 | | |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.78 | C | 0.78 | C | 0.00 | | |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.60 | A | 0.60 | A | 0.00 | | |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.79 | C | 0.79 | C | 0.00 | | |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.82 | D | 0.83 | D | 0.01 | | |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 1.02 | F | 1.02 | F | 0.00 | | |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 0.93 | E | 0.93 | E | 0.00 | | |
| 444 | Sand Canyon Av & Burt Rd | S | 0.88 | D | 0.88 | D | 0.00 | | |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.79 | C | 0.80 | C | 0.01 | | |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.63 | B | 0.65 | B | 0.01 | | |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.78 | C | 0.84 | D | 0.06 | | |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.94 | E | 0.94 | E | 0.00 | | |
| 339 | Alton Pkwy & Toledo Way | S | 0.70 | B | 0.70 | C | 0.00 | | |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.59 | A | 0.60 | A | 0.01 | | |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.80 | C | 0.80 | D | 0.01 | | |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.66 | B | 0.66 | B | 0.00 | | |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.97 | E | 0.97 | E | 0.00 | | |
| 486 | SR-133 SB Ramps & Trabuco Rd | S | 0.62 | B | 0.62 | B | 0.00 | | |
| 487 | SR-133 NB Ramps & Trabuco Rd | S | 0.71 | C | 0.71 | C | 0.00 | | |
| 556 | Ridge Valley & Portola Pkwy | S | 0.56 | A | 0.56 | A | 0.00 | | |
| 557 | "O" St & "C" St | R | 0.26 | A | 0.26 | A | 0.00 | | |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.78 | C | 0.80 | D | 0.02 | | |
| 559 | "O" St & Trabuco Rd | S | 0.77 | C | 0.77 | C | 0.00 | | |
| 560 | "O" St & Marine Way | S | 0.66 | B | 0.66 | B | 0.00 | | |
| 563 | "B" St & Irvine Blvd | S | 0.72 | C | 0.76 | C | 0.04 | | |
| 566 | Marine Way & Barranca Pkwy | S | 0.64 | B | 0.65 | B | 0.01 | | |
| 567 | Marine Way & Alton Pkwy | S | 0.63 | B | 0.63 | B | 0.00 | | |
| 569 | Bake Pkwy & Marine Way | S | 0.76 | C | 0.76 | C | 0.00 | | |
| 571 | Portola Springs & Portola Pkwy | S | 0.50 | A | 0.50 | A | 0.00 | | |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.76 | C | 0.78 | C | 0.02 | | |
| 603 | "O" St & "LN" St | S | 0.32 | A | 0.32 | A | 0.00 | | |
| 605 | "O" St & "LQ" St | R | 0.42 | A | 0.42 | A | 0.00 | | |
| 608 | "O" St & "LV" St | S | 0.37 | A | 0.37 | A | 0.00 | | |
| 626 | "LY" St & "LQ" St | R | 0.38 | A | 0.39 | A | 0.01 | | |
| 627 | "LY" St & Irvine Blvd | S | 0.62 | B | 0.63 | B | 0.01 | | |
| 631 | "LY" St & Trabuco Rd | U | 0.10 | A | 0.10 | A | 0.00 | | |
| 782 | "A" St & "LQ" St | R | 0.37 | A | 0.38 | A | 0.02 | | |
| 787 | "Z" St & "LQ" St | U | 0.03 | A | 0.03 | A | 0.00 | | |
| 790 | "Z" St & Irvine Blvd | S | 0.74 | C | 0.75 | C | 0.01 | | |
| 798 | "B" St & "LQ" St | S | 0.40 | A | 0.42 | A | 0.02 | | |
| 799 | "B" St & Marine Way | S | 0.70 | C | 0.70 | C | 0.00 | | |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.74 | C | 0.74 | C | 0.00 | | |

3. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout

Table 8-15 Post Year 2035 Intersection LOS Comparison – 2011 Approved Project

| Intersection | | Control ¹ | PM Peak Hour | | | | | Impact |
|--------------|-----------------------------------|----------------------|--------------|-----|--------------|-----|---------------|--------|
| | | | No Project | | With Stadium | | Change in V/C | |
| | | | V/C Delay | LOS | V/C Delay | LOS | | |
| 1 | "B" St & Driveway 1 | U | n/a | n/a | 0.00 | A | 0.00 | |
| 2 | "B" St & Driveway 2 | U | n/a | n/a | 0.05 | A | 0.05 | |
| 3 | Driveway 3 & "LQ" St | U | n/a | n/a | 0.03 | A | 0.03 | |
| 4 | Driveway 4 & "LQ" St | U | n/a | n/a | 0.02 | A | 0.02 | |
| 5 | "LQ" St & Driveway 5 | U | n/a | n/a | 0.04 | A | 0.04 | |
| 6 | "LQ" St & Driveway 6 | U | n/a | n/a | 0.27 | A | 0.27 | |
| 7 | "LQ" St & Driveway 7 | U | n/a | n/a | 0.00 | A | 0.00 | |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.68 | B | 0.68 | B | 0.00 | |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.77 | C | 0.77 | C | 0.00 | |
| 284 | Jeffrey Rd & Bryan Av | S | 0.79 | C | 0.79 | C | 0.00 | |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.80 | D | 0.80 | D | 0.00 | |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.64 | B | 0.64 | B | 0.00 | |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.82 | D | 0.82 | D | 0.00 | |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.83 | D | 0.83 | D | 0.00 | |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.93 | E | 0.93 | E | 0.00 | |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 0.91 | E | 0.92 | E | 0.00 | |
| 444 | Sand Canyon Av & Burt Rd | S | 0.95 | E | 0.95 | E | 0.00 | |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.82 | D | 0.83 | D | 0.01 | |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.62 | B | 0.63 | B | 0.01 | |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.82 | D | 0.88 | D | 0.06 | |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.98 | E | 0.99 | E | 0.01 | |
| 339 | Alton Pkwy & Toledo Way | S | 0.68 | B | 0.68 | B | 0.00 | |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.58 | A | 0.59 | A | 0.01 | |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.79 | C | 0.80 | C | 0.01 | |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.62 | B | 0.63 | B | 0.00 | |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.92 | E | 0.92 | E | 0.00 | |
| 486 | SR-133 SB Ramps & Trabuco Rd | S | 0.63 | B | 0.63 | B | 0.00 | |
| 487 | SR-133 NB Ramps & Trabuco Rd | S | 0.73 | C | 0.73 | C | 0.00 | |
| 556 | Ridge Valley & Portola Pkwy | S | 0.73 | C | 0.73 | C | 0.00 | |
| 557 | "O" St & "C" St | R | 0.25 | A | 0.25 | A | 0.00 | |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.86 | D | 0.88 | D | 0.02 | |
| 559 | "O" St & Trabuco Rd | S | 0.80 | C | 0.80 | C | 0.00 | |
| 560 | "O" St & Marine Way | S | 0.59 | A | 0.59 | A | 0.00 | |
| 563 | "B" St & Irvine Blvd | S | 0.75 | C | 0.80 | C | 0.05 | |
| 566 | Marine Way & Barranca Pkwy | S | 0.66 | B | 0.66 | B | 0.00 | |
| 567 | Marine Way & Alton Pkwy | S | 0.71 | C | 0.71 | C | 0.00 | |
| 569 | Bake Pkwy & Marine Way | S | 0.70 | B | 0.70 | B | 0.00 | |
| 571 | Portola Springs & Portola Pkwy | S | 0.63 | B | 0.63 | B | 0.00 | |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.79 | C | 0.81 | D | 0.02 | |
| 603 | "O" St & "LN" St | S | 0.38 | A | 0.38 | A | 0.00 | |
| 605 | "O" St & "LQ" St | R | 0.41 | A | 0.41 | A | 0.00 | |
| 608 | "O" St & "LV" St | S | 0.34 | A | 0.35 | A | 0.01 | |

| Intersection | | Control ¹ | PM Peak Hour | | | | | Change in V/C | Impact |
|--------------|---------------------------------|----------------------|--------------|-----|--------------|-----|------|---------------|--------|
| | | | No Project | | With Stadium | | | | |
| | | | V/C Delay | LOS | V/C Delay | LOS | | | |
| 626 | "LY" St & "LQ" St | R | 0.31 | A | 0.32 | A | 0.01 | | |
| 627 | "LY" St & Irvine Blvd | S | 0.68 | B | 0.69 | B | 0.01 | | |
| 631 | "LY" St & Trabuco Rd | U | 0.14 | A | 0.14 | A | 0.00 | | |
| 782 | "A" St & "LQ" St | R | 0.32 | A | 0.34 | A | 0.02 | | |
| 787 | "Z" St & "LQ" St | U | 0.08 | A | 0.09 | A | 0.02 | | |
| 790 | "Z" St & Irvine Blvd | S | 0.75 | C | 0.77 | C | 0.02 | | |
| 798 | "B" St & "LQ" St | S | 0.34 | A | 0.38 | A | 0.04 | | |
| 799 | "B" St & Marine Way | S | 0.58 | A | 0.58 | A | 0.00 | | |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.76 | C | 0.80 | C | 0.04 | | |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout

Table 8-16 Post Year 2035 Intersection LOS Comparison – 2012 Modified Project Opt 1

| Intersection | | Control ¹ | PM Peak Hour | | | | Change in V/C | Impact |
|--------------|--------------------------------|----------------------|--------------|-----|--------------|-----|---------------|--------|
| | | | No Project | | With Stadium | | | |
| | | | V/C Delay | LOS | V/C Delay | LOS | | |
| 1 | "B" St & Driveway 1 | U | n/a | n/a | 0.00 | A | 0.00 | |
| 2 | "B" St & Driveway 2 | U | n/a | n/a | 0.04 | A | 0.04 | |
| 3 | Driveway 3 & "LQ" St | U | n/a | n/a | 0.02 | A | 0.02 | |
| 4 | Driveway 4 & "LQ" St | U | n/a | n/a | 0.03 | A | 0.03 | |
| 5 | "LQ" St & Driveway 5 | U | n/a | n/a | 0.04 | A | 0.04 | |
| 6 | "LQ" St & Driveway 6 | U | n/a | n/a | 0.11 | A | 0.11 | |
| 7 | "LQ" St & Driveway 7 | U | n/a | n/a | 0.00 | A | 0.00 | |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.68 | B | 0.68 | B | 0.00 | |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.77 | C | 0.77 | C | 0.00 | |
| 284 | Jeffrey Rd & Bryan Av | S | 0.79 | C | 0.80 | C | 0.01 | |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.79 | C | 0.80 | C | 0.01 | |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.63 | B | 0.64 | B | 0.01 | |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.80 | D | 0.81 | D | 0.01 | |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.83 | D | 0.83 | D | 0.00 | |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.96 | E | 0.96 | E | 0.00 | |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 0.96 | E | 0.96 | E | 0.00 | |
| 444 | Sand Canyon Av & Burt Rd | S | 0.96 | E | 0.96 | E | 0.00 | |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.84 | D | 0.84 | D | 0.00 | |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.61 | B | 0.62 | B | 0.01 | |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.83 | D | 0.89 | D | 0.06 | |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.93 | E | 0.93 | E | 0.00 | |
| 339 | Alton Pkwy & Toledo Way | S | 0.71 | C | 0.72 | C | 0.01 | |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.58 | A | 0.58 | A | 0.00 | |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.80 | C | 0.80 | D | 0.01 | |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.63 | B | 0.63 | B | 0.00 | |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.93 | E | 0.93 | E | 0.00 | |
| 486 | SR-133 SB Ramps & Trabuco Rd | S | 0.62 | B | 0.64 | B | 0.03 | |

| Intersection | | Control ¹ | PM Peak Hour | | | | | Change in V/C | Impact |
|--------------|-----------------------------------|----------------------|--------------|-----|--------------|-----|------|---------------|--------|
| | | | No Project | | With Stadium | | | | |
| | | | V/C Delay | LOS | V/C Delay | LOS | | | |
| 487 | SR-133 NB Ramps & Trabuco Rd | S | 0.73 | C | 0.73 | C | 0.00 | | |
| 556 | Ridge Valley & Portola Pkwy | S | 0.72 | C | 0.72 | C | 0.00 | | |
| 557 | "O" St & "C" St | R | 0.27 | A | 0.27 | A | 0.00 | | |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.84 | D | 0.86 | D | 0.02 | | |
| 559 | "O" St & Trabuco Rd | S | 0.78 | C | 0.78 | C | 0.00 | | |
| 560 | "O" St & Marine Way | S | 0.66 | B | 0.66 | B | 0.00 | | |
| 563 | "B" St & Irvine Blvd | S | 0.72 | C | 0.76 | C | 0.04 | | |
| 566 | Marine Way & Barranca Pkwy | S | 0.66 | B | 0.66 | B | 0.00 | | |
| 567 | Marine Way & Alton Pkwy | S | 0.65 | B | 0.65 | B | 0.00 | | |
| 569 | Bake Pkwy & Marine Way | S | 0.77 | C | 0.77 | C | 0.00 | | |
| 571 | Portola Springs & Portola Pkwy | S | 0.62 | B | 0.62 | B | 0.00 | | |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.76 | C | 0.77 | C | 0.01 | | |
| 603 | "O" St & "LN" St | S | 0.32 | A | 0.32 | A | 0.00 | | |
| 605 | "O" St & "LQ" St | R | 0.45 | A | 0.45 | A | 0.00 | | |
| 608 | "O" St & "LV" St | S | 0.34 | A | 0.34 | A | 0.00 | | |
| 626 | "LY" St & "LQ" St | R | 0.38 | A | 0.38 | A | 0.01 | | |
| 627 | "LY" St & Irvine Blvd | S | 0.62 | B | 0.63 | B | 0.01 | | |
| 631 | "LY" St & Trabuco Rd | U | 0.10 | A | 0.10 | A | 0.00 | | |
| 782 | "A" St & "LQ" St | R | 0.35 | A | 0.36 | A | 0.02 | | |
| 787 | "Z" St & "LQ" St | U | 0.02 | A | 0.02 | A | 0.00 | | |
| 790 | "Z" St & Irvine Blvd | S | 0.72 | C | 0.74 | C | 0.02 | | |
| 798 | "B" St & "LQ" St | S | 0.39 | A | 0.41 | A | 0.02 | | |
| 799 | "B" St & Marine Way | S | 0.70 | B | 0.70 | B | 0.00 | | |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.74 | C | 0.74 | C | 0.00 | | |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout

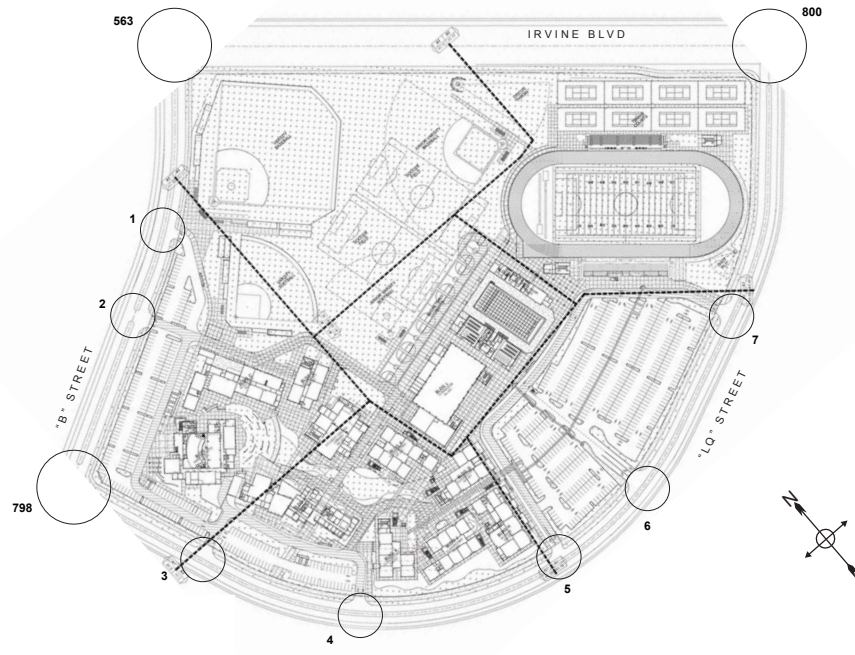
Table 8-17 Post Year 2035 Intersection LOS Comparison – 2012 Modified Project Opt 2

| Intersection | | Control ¹ | PM Peak Hour | | | | | Change in V/C | Impact |
|--------------|-------------------------------|----------------------|--------------|-----|--------------|-----|------|---------------|--------|
| | | | No Project | | With Stadium | | | | |
| | | | V/C Delay | LOS | V/C Delay | LOS | | | |
| 1 | "B" St & Driveway 1 | U | n/a | n/a | 0.00 | A | 0.00 | | |
| 2 | "B" St & Driveway 2 | U | n/a | n/a | 0.04 | A | 0.04 | | |
| 3 | Driveway 3 & "LQ" St | U | n/a | n/a | 0.02 | A | 0.02 | | |
| 4 | Driveway 4 & "LQ" St | U | n/a | n/a | 0.03 | A | 0.03 | | |
| 5 | "LQ" St & Driveway 5 | U | n/a | n/a | 0.04 | A | 0.04 | | |
| 6 | "LQ" St & Driveway 6 | U | n/a | n/a | 0.11 | A | 0.11 | | |
| 7 | "LQ" St & Driveway 7 | U | n/a | n/a | 0.00 | A | 0.00 | | |
| 282 | Jeffrey Rd & Portola Pkwy | S | 0.68 | B | 0.68 | B | 0.00 | | |
| 283 | Jeffrey Rd & Irvine Blvd | S | 0.77 | C | 0.77 | C | 0.00 | | |
| 284 | Jeffrey Rd & Bryan Av | S | 0.80 | C | 0.80 | C | 0.00 | | |
| 285 | Jeffrey Rd & Trabuco Rd | S | 0.80 | C | 0.80 | D | 0.00 | | |
| 300 | Sand Canyon Av & Portola Pkwy | S | 0.64 | B | 0.64 | B | 0.00 | | |

| Intersection | | Control ¹ | PM Peak Hour | | | | | Change in V/C | Impact |
|--------------|-----------------------------------|----------------------|--------------|-----|--------------|-----|------|---------------|--------|
| | | | No Project | | With Stadium | | | | |
| | | | V/C Delay | LOS | V/C Delay | LOS | | | |
| 301 | Sand Canyon Av & Irvine Blvd | S | 0.81 | D | 0.81 | D | 0.00 | | |
| 302 | Sand Canyon Av & Trabuco Rd | S | 0.83 | D | 0.83 | D | 0.00 | | |
| 303 | Sand Canyon Av & I-5 NB Ramps | S | 0.96 | E | 0.96 | E | 0.00 | | |
| 305 | Sand Canyon Av & I-5 SB Ramps | S | 0.96 | E | 0.96 | E | 0.00 | | |
| 444 | Sand Canyon Av & Burt Rd | S | 0.96 | E | 0.96 | E | 0.00 | | |
| 306 | Sand Canyon Av & Oak Cyn Rd | S | 0.84 | D | 0.84 | D | 0.00 | | |
| 316 | SR-133 SB Ramps & Irvine Blvd | S | 0.61 | B | 0.62 | B | 0.01 | | |
| 317 | SR-133 NB Ramps & Irvine Blvd | S | 0.83 | D | 0.89 | D | 0.06 | | |
| 338 | Alton Pkwy & Irvine Blvd | S | 0.90 | D | 0.90 | D | 0.00 | | |
| 339 | Alton Pkwy & Toledo Way | S | 0.71 | C | 0.72 | C | 0.01 | | |
| 340 | Alton Pkwy & Jeronimo Rd | S | 0.58 | A | 0.58 | A | 0.00 | | |
| 341 | Alton Pkwy & Barranca Pkwy | S | 0.80 | C | 0.80 | D | 0.01 | | |
| 367 | Bake Pkwy & I-5 NB Ramps | S | 0.63 | B | 0.63 | B | 0.00 | | |
| 368 | Bake Pkwy & I-5/I-405 SB Ramps | S | 0.92 | E | 0.93 | E | 0.01 | | |
| 486 | SR-133 SB Ramps & Trabuco Rd | S | 0.64 | B | 0.64 | B | 0.00 | | |
| 487 | SR-133 NB Ramps & Trabuco Rd | S | 0.74 | C | 0.74 | C | 0.00 | | |
| 556 | Ridge Valley & Portola Pkwy | S | 0.72 | C | 0.72 | C | 0.00 | | |
| 557 | "O" St & "C" St | R | 0.26 | A | 0.26 | A | 0.00 | | |
| 558 | Ridge Valley/"O" St & Irvine Blvd | S | 0.84 | D | 0.86 | D | 0.02 | | |
| 559 | "O" St & Trabuco Rd | S | 0.77 | C | 0.77 | C | 0.00 | | |
| 560 | "O" St & Marine Way | S | 0.66 | B | 0.66 | B | 0.00 | | |
| 563 | "B" St & Irvine Blvd | S | 0.71 | C | 0.77 | C | 0.06 | | |
| 566 | Marine Way & Barranca Pkwy | S | 0.66 | B | 0.66 | B | 0.00 | | |
| 567 | Marine Way & Alton Pkwy | S | 0.65 | B | 0.65 | B | 0.00 | | |
| 569 | Bake Pkwy & Marine Way | S | 0.77 | C | 0.77 | C | 0.00 | | |
| 571 | Portola Springs & Portola Pkwy | S | 0.62 | B | 0.62 | B | 0.00 | | |
| 572 | Modjeska/"A" St & Irvine Blvd | S | 0.76 | C | 0.78 | C | 0.02 | | |
| 603 | "O" St & "LN" St | S | 0.32 | A | 0.32 | A | 0.00 | | |
| 605 | "O" St & "LQ" St | R | 0.46 | A | 0.47 | A | 0.00 | | |
| 608 | "O" St & "LV" St | S | 0.38 | A | 0.38 | A | 0.00 | | |
| 626 | "LY" St & "LQ" St | R | 0.37 | A | 0.38 | A | 0.01 | | |
| 627 | "LY" St & Irvine Blvd | S | 0.62 | B | 0.63 | B | 0.01 | | |
| 631 | "LY" St & Trabuco Rd | U | 0.10 | A | 0.10 | A | 0.00 | | |
| 782 | "A" St & "LQ" St | R | 0.34 | A | 0.36 | A | 0.02 | | |
| 787 | "Z" St & "LQ" St | U | 0.02 | A | 0.02 | A | 0.00 | | |
| 790 | "Z" St & Irvine Blvd | S | 0.72 | C | 0.74 | C | 0.02 | | |
| 798 | "B" St & "LQ" St | S | 0.39 | A | 0.41 | A | 0.02 | | |
| 799 | "B" St & Marine Way | S | 0.70 | B | 0.70 | B | 0.00 | | |
| 800 | "A-02" St/"LQ" St & Irvine Blvd | S | 0.74 | C | 0.74 | C | 0.00 | | |

1. S – Signalized intersection; U – unsignalized intersection with 2-way or all-way stop control; R – roundabout

Figure 8.1 Year 2017 Peak Hour Volumes - 2011 Approved Project - With Stadium



| | | | |
|---|---|---|--|
| <p>N/S Street: "B" St E/W Street: Driveway 1</p> | <p>N/S Street: Sand Canyon Ave E/W Street: Driveway 2</p> | <p>N/S Street: Driveway 3 E/W Street: "LQ" St</p> | <p>N/S Street: Driveway 4 E/W Street: "LQ" St</p> |
| <p>N/S Street: "LQ" St E/W Street: Driveway 5</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 6</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 7</p> | <p>N/S Street: "B" St E/W Street: Irvine Blvd</p> |
| <p>N/S Street: "Z" St E/W Street: "LQ" St</p> <p style="text-align: center;">787</p> <p style="text-align: center;"><i>HF/GPN Proposed Future Intersection</i></p> | <p>N/S Street: "Z" St E/W Street: Irvine Blvd</p> <p style="text-align: center;">790</p> | <p>N/S Street: "B" St E/W Street: "LQ" St</p> <p style="text-align: center;">798</p> <p style="text-align: center;"><i>HF/GPN Proposed Future Intersection</i></p> | <p>N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd</p> <p style="text-align: center;">800</p> |
| <p>N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd</p> <p style="text-align: center;">486</p> <p style="text-align: center;"><i>HF/GPN Proposed Future Intersection</i></p> | <p>N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd</p> <p style="text-align: center;">487</p> <p style="text-align: center;"><i>HF/GPN Proposed Future Intersection</i></p> | | |

LEGEND

- Study Intersection - Signalized
- Study Intersection - Unsignalized
- Study Intersection - Roundabout
- # Study Intersection Number
- ## Turning Movement Volume

Figure 8.1 Year 2017 Peak Hour Volumes - 2011 Approved Project - With Stadium

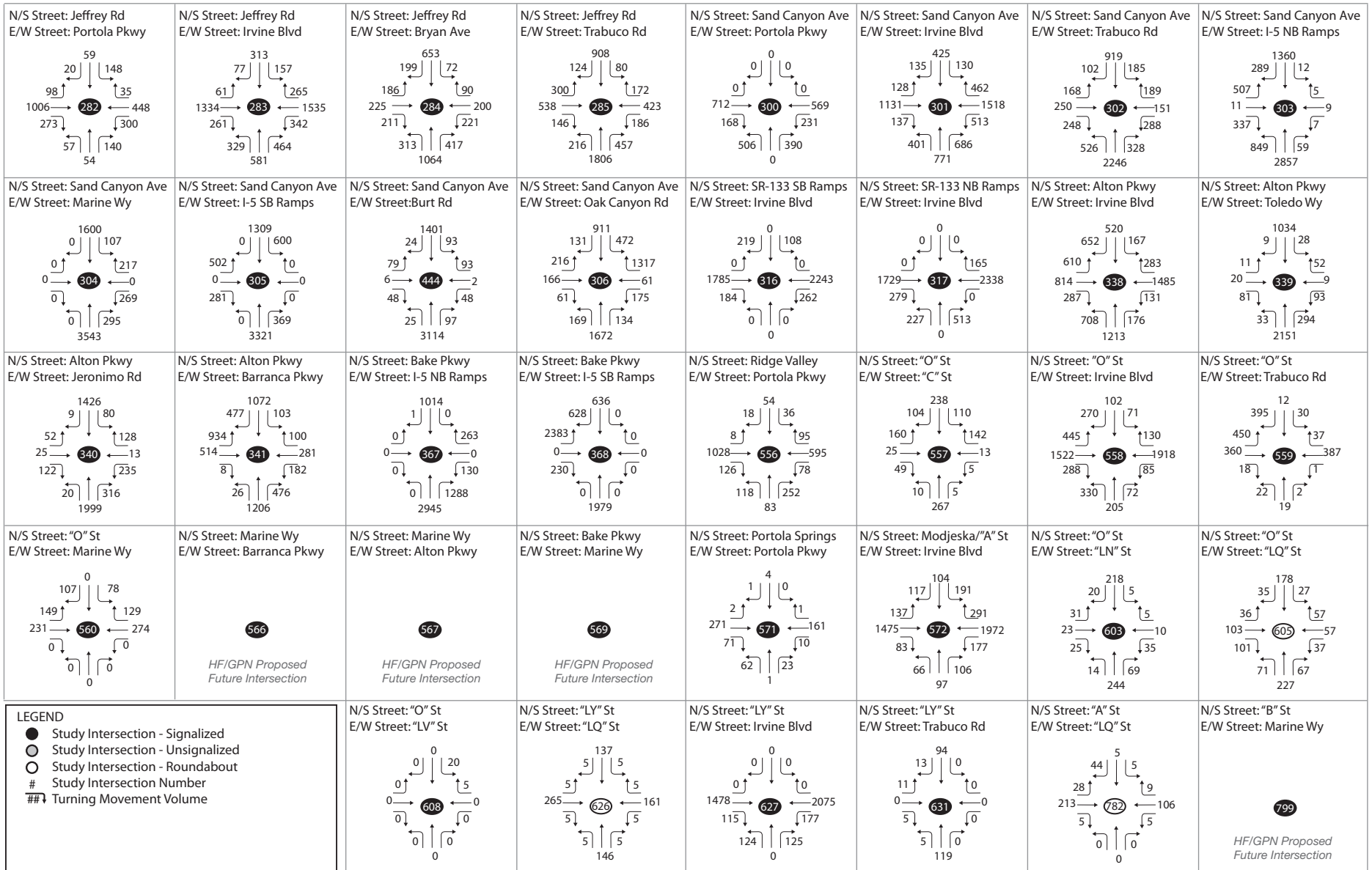
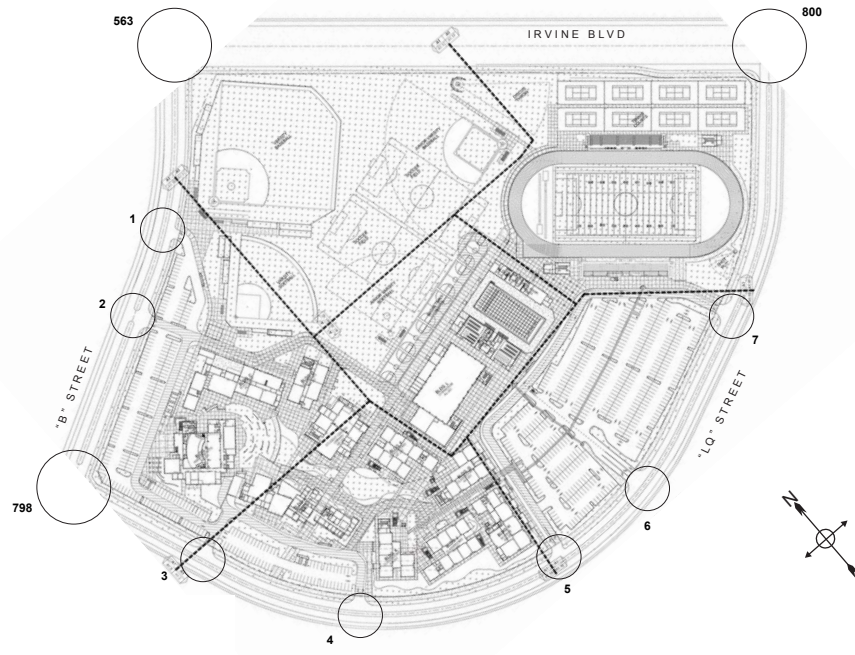


Figure 8.2 Year 2017 Peak Hour Volumes - 2012 Modified Project Option 1 - With Stadium



| | | | |
|--|--|--|---|
| <p>N/S Street: "B" St E/W Street: Driveway 1</p> | <p>N/S Street: Sand Canyon Ave E/W Street: Driveway 2</p> | <p>N/S Street: Driveway 3 E/W Street: "LQ" St</p> | <p>N/S Street: Driveway 4 E/W Street: "LQ" St</p> |
| <p>N/S Street: "LQ" St E/W Street: Driveway 5</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 6</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 7</p> | <p>N/S Street: "B" St E/W Street: Irvine Blvd</p> |
| <p>N/S Street: "Z" St E/W Street: "LQ" St</p> <p style="text-align: center;">● 787</p> <p style="text-align: center;"><i>HF/GPN Proposed Future Intersection</i></p> | <p>N/S Street: "Z" St E/W Street: Irvine Blvd</p> <p style="text-align: center;">● 790</p> | <p>N/S Street: "B" St E/W Street: "LQ" St</p> <p style="text-align: center;">● 798</p> <p style="text-align: center;"><i>HF/GPN Proposed Future Intersection</i></p> | <p>N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd</p> <p style="text-align: center;">● 800</p> |
| <p>N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd</p> <p style="text-align: center;">● 486</p> <p style="text-align: center;"><i>HF/GPN Proposed Future Intersection</i></p> | <p>N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd</p> <p style="text-align: center;">● 487</p> <p style="text-align: center;"><i>HF/GPN Proposed Future Intersection</i></p> | | |

| LEGEND | |
|--------|-----------------------------------|
| ● | Study Intersection - Signalized |
| ○ | Study Intersection - Unsignalized |
| ○ | Study Intersection - Roundabout |
| # | Study Intersection Number |
| ## | Turning Movement Volume |

Figure 8.2 Year 2017 Peak Hour Volumes - 2012 Modified Project Option 1 - With Stadium

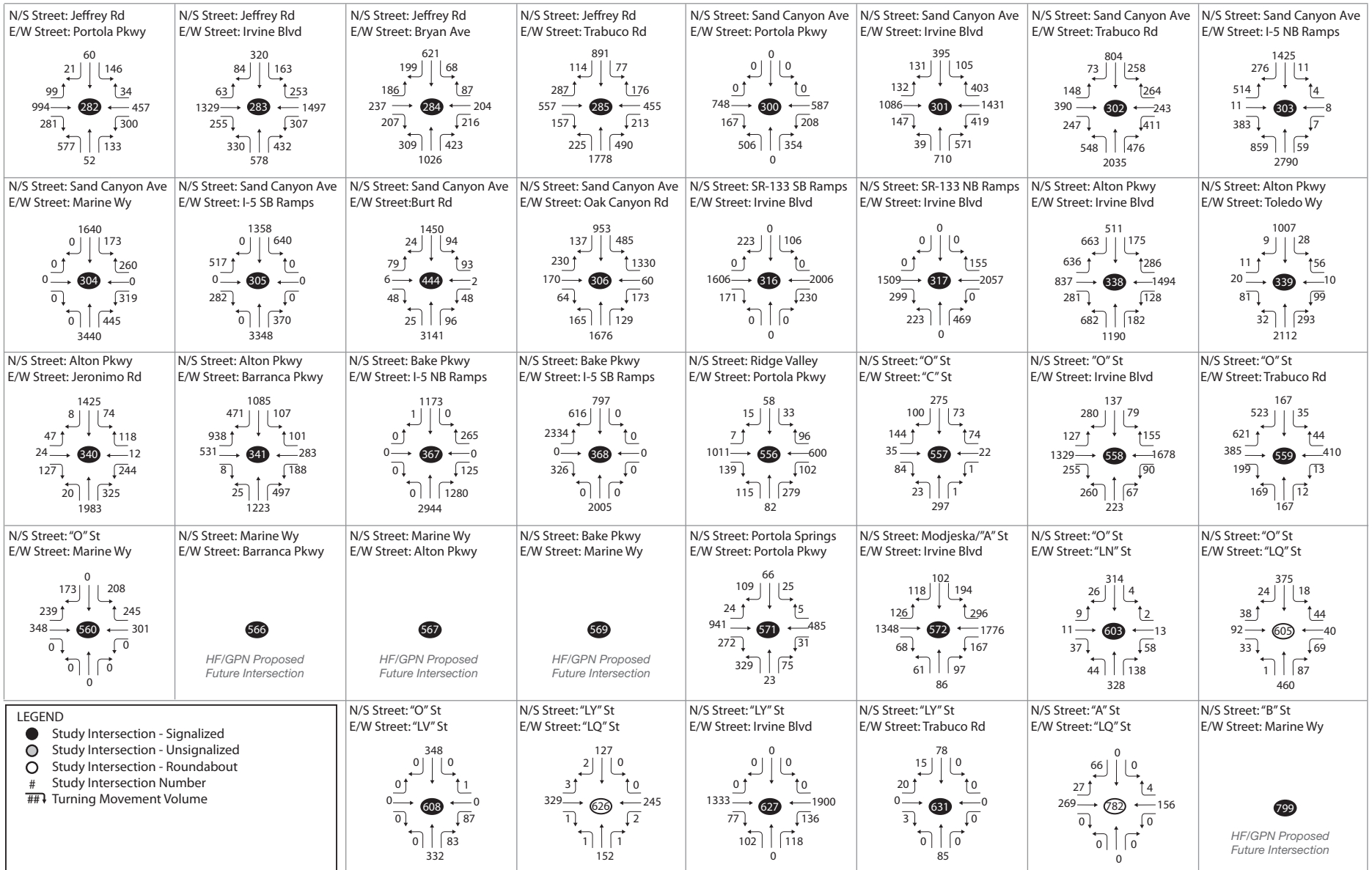
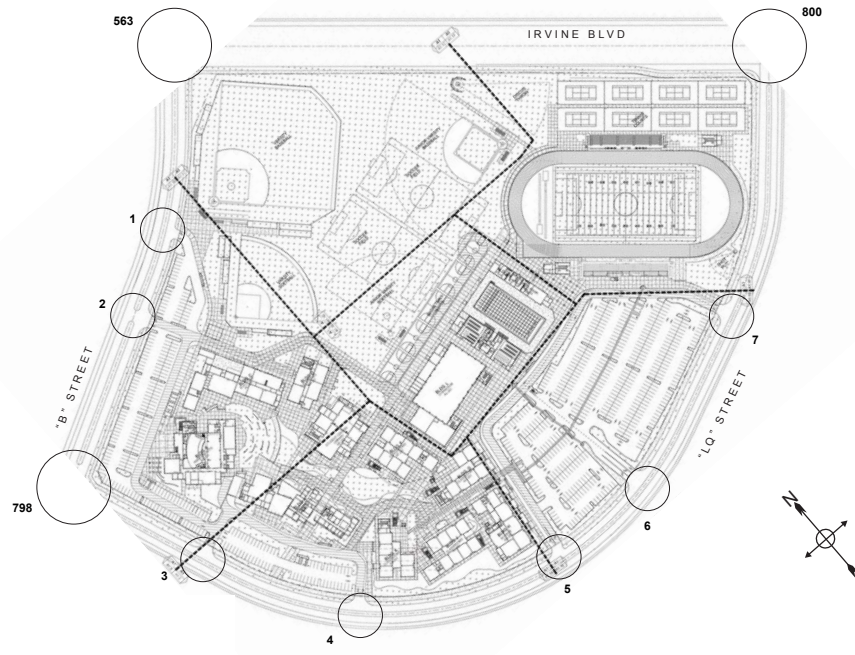


Figure 8.3 Year 2017 Peak Hour Volumes - 2012 Modified Project Option 2 - With Stadium



| | | | |
|---|---|---|--|
| <p>N/S Street: "B" St E/W Street: Driveway 1</p> | <p>N/S Street: Sand Canyon Ave E/W Street: Driveway 2</p> | <p>N/S Street: Driveway 3 E/W Street: "LQ" St</p> | <p>N/S Street: Driveway 4 E/W Street: "LQ" St</p> |
| <p>N/S Street: "LQ" St E/W Street: Driveway 5</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 6</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 7</p> | <p>N/S Street: "B" St E/W Street: Irvine Blvd</p> |
| <p>N/S Street: "Z" St E/W Street: "LQ" St</p> <p style="text-align: center;">787</p> <p style="text-align: center;"><i>HF/GPN Proposed Future Intersection</i></p> | <p>N/S Street: "Z" St E/W Street: Irvine Blvd</p> <p style="text-align: center;">790</p> | <p>N/S Street: "B" St E/W Street: "LQ" St</p> <p style="text-align: center;">798</p> <p style="text-align: center;"><i>HF/GPN Proposed Future Intersection</i></p> | <p>N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd</p> <p style="text-align: center;">800</p> |
| <p>N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd</p> <p style="text-align: center;">486</p> <p style="text-align: center;"><i>HF/GPN Proposed Future Intersection</i></p> | <p>N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd</p> <p style="text-align: center;">487</p> <p style="text-align: center;"><i>HF/GPN Proposed Future Intersection</i></p> | | |

LEGEND

- Study Intersection - Signalized
- Study Intersection - Unsignalized
- Study Intersection - Roundabout
- # Study Intersection Number
- ## Turning Movement Volume

Figure 8.3 Year 2017 Peak Hour Volumes - 2012 Modified Project Option 2 - With Stadium

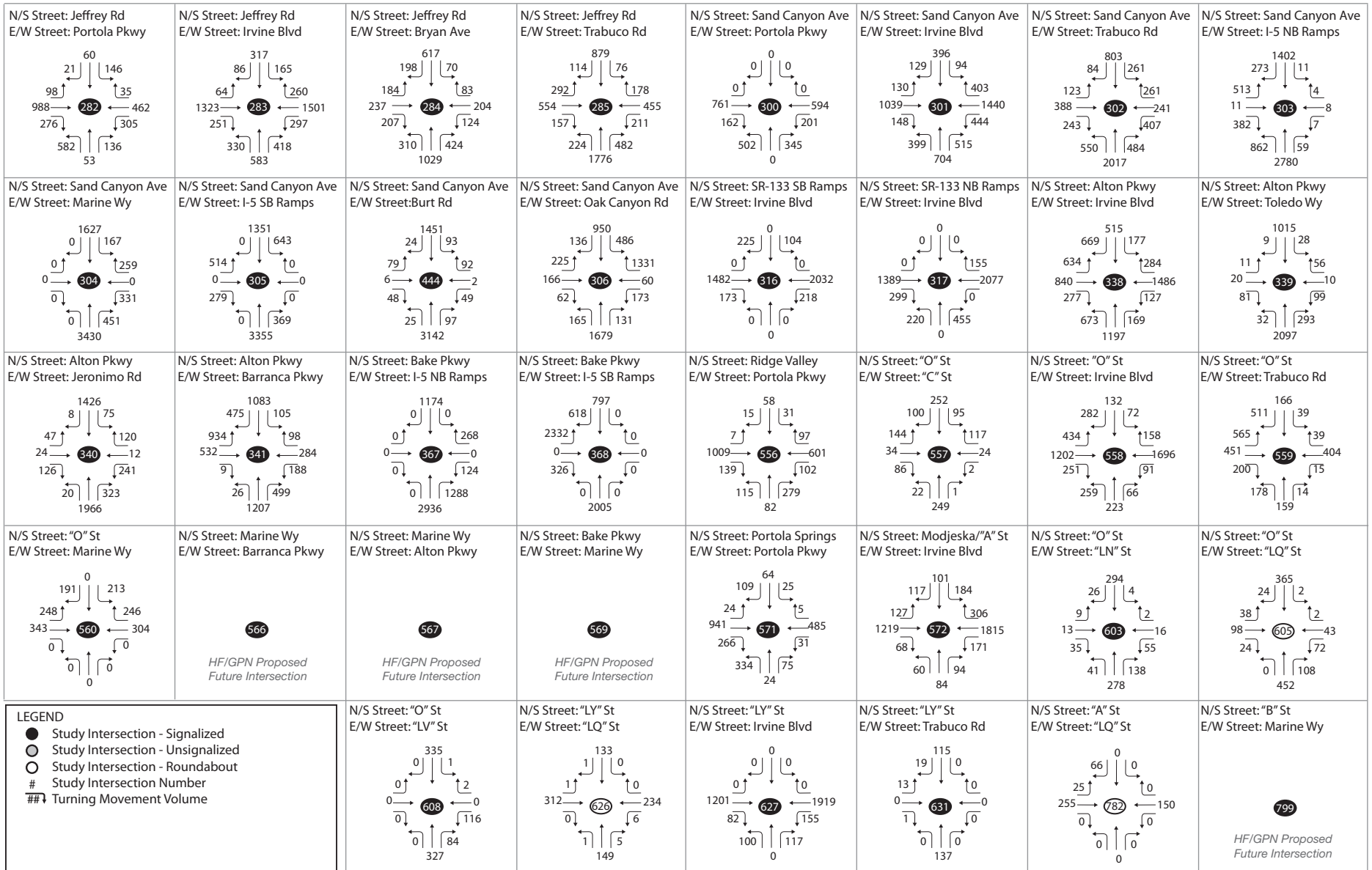
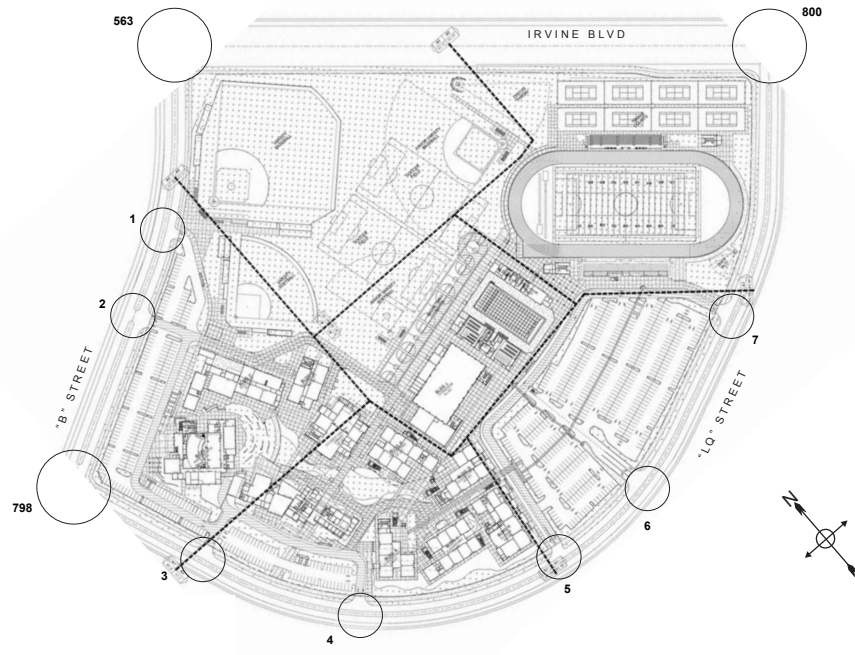


Figure 8.4 Year 2035 Peak Hour Volumes - 2011 Approved Project - With Stadium



| | | | |
|---|---|---|--|
| <p>N/S Street: "B" St E/W Street: Driveway 1</p> | <p>N/S Street: Sand Canyon Ave E/W Street: Driveway 2</p> | <p>N/S Street: Driveway 3 E/W Street: "LQ" St</p> | <p>N/S Street: Driveway 4 E/W Street: "LQ" St</p> |
| <p>N/S Street: "LQ" St E/W Street: Driveway 5</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 6</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 7</p> | <p>N/S Street: "B" St E/W Street: Irvine Blvd</p> |
| <p>N/S Street: "Z" St E/W Street: "LQ" St</p> | <p>N/S Street: "Z" St E/W Street: Irvine Blvd</p> | <p>N/S Street: "B" St E/W Street: "LQ" St</p> | <p>N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd</p> |
| <p>N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd</p> | <p>N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd</p> | | |

LEGEND

- Study Intersection - Signalized
- Study Intersection - Unsignalized
- Study Intersection - Roundabout
- # Study Intersection Number
- ## Turning Movement Volume

Figure 8.4 Year 2035 Peak Hour Volumes - 2011 Approved Project - With Stadium

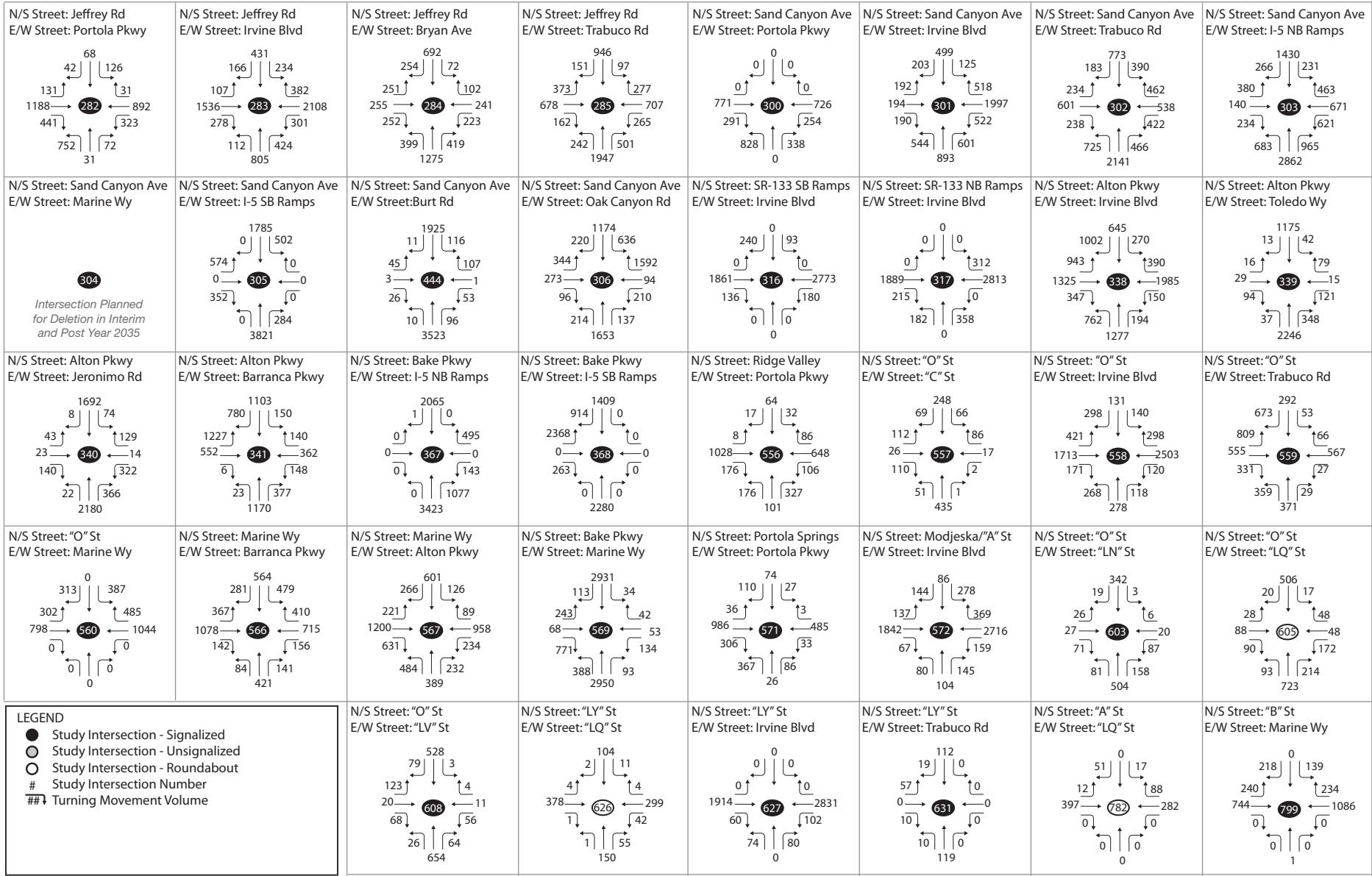
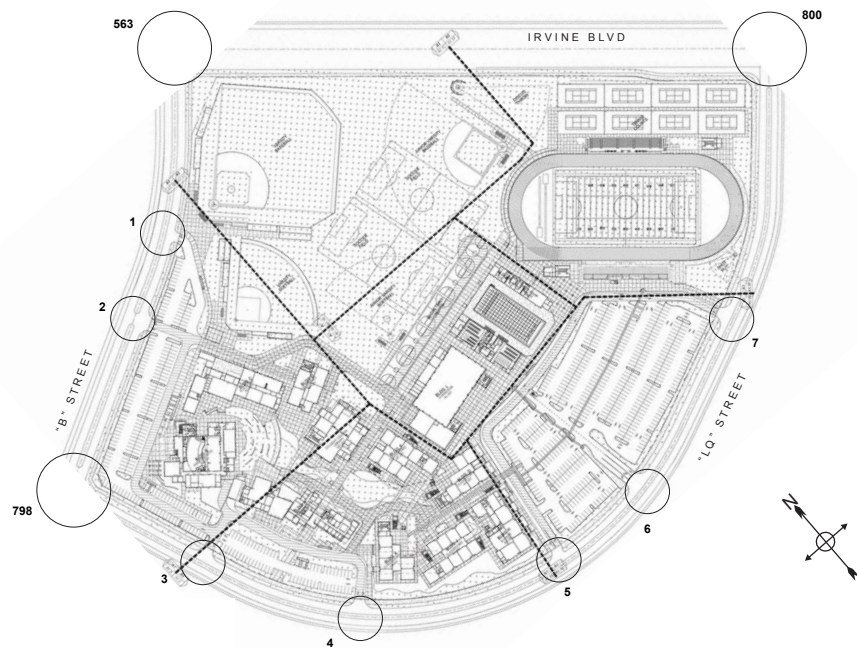


Figure 8.5 Year 2035 Peak Hour Volumes - 2012 Modified Project Option 1 - With Stadium



| | | | |
|---|---|---|--|
| <p>N/S Street: "B" St E/W Street: Driveway 1</p> | <p>N/S Street: Sand Canyon Ave E/W Street: Driveway 2</p> | <p>N/S Street: Driveway 3 E/W Street: "LQ" St</p> | <p>N/S Street: Driveway 4 E/W Street: "LQ" St</p> |
| <p>N/S Street: "LQ" St E/W Street: Driveway 5</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 6</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 7</p> | <p>N/S Street: "B" St E/W Street: Irvine Blvd</p> |
| <p>N/S Street: "Z" St E/W Street: "LQ" St</p> | <p>N/S Street: "Z" St E/W Street: Irvine Blvd</p> | <p>N/S Street: "B" St E/W Street: "LQ" St</p> | <p>N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd</p> |
| <p>N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd</p> | <p>N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd</p> | | |

LEGEND

- Study Intersection - Signalized
- Study Intersection - Unsignalized
- Study Intersection - Roundabout
- # Study Intersection Number
- ## Turning Movement Volume



Figure 8.5 Year 2035 Peak Hour Volumes - 2012 Modified Project Option 1 - With Stadium

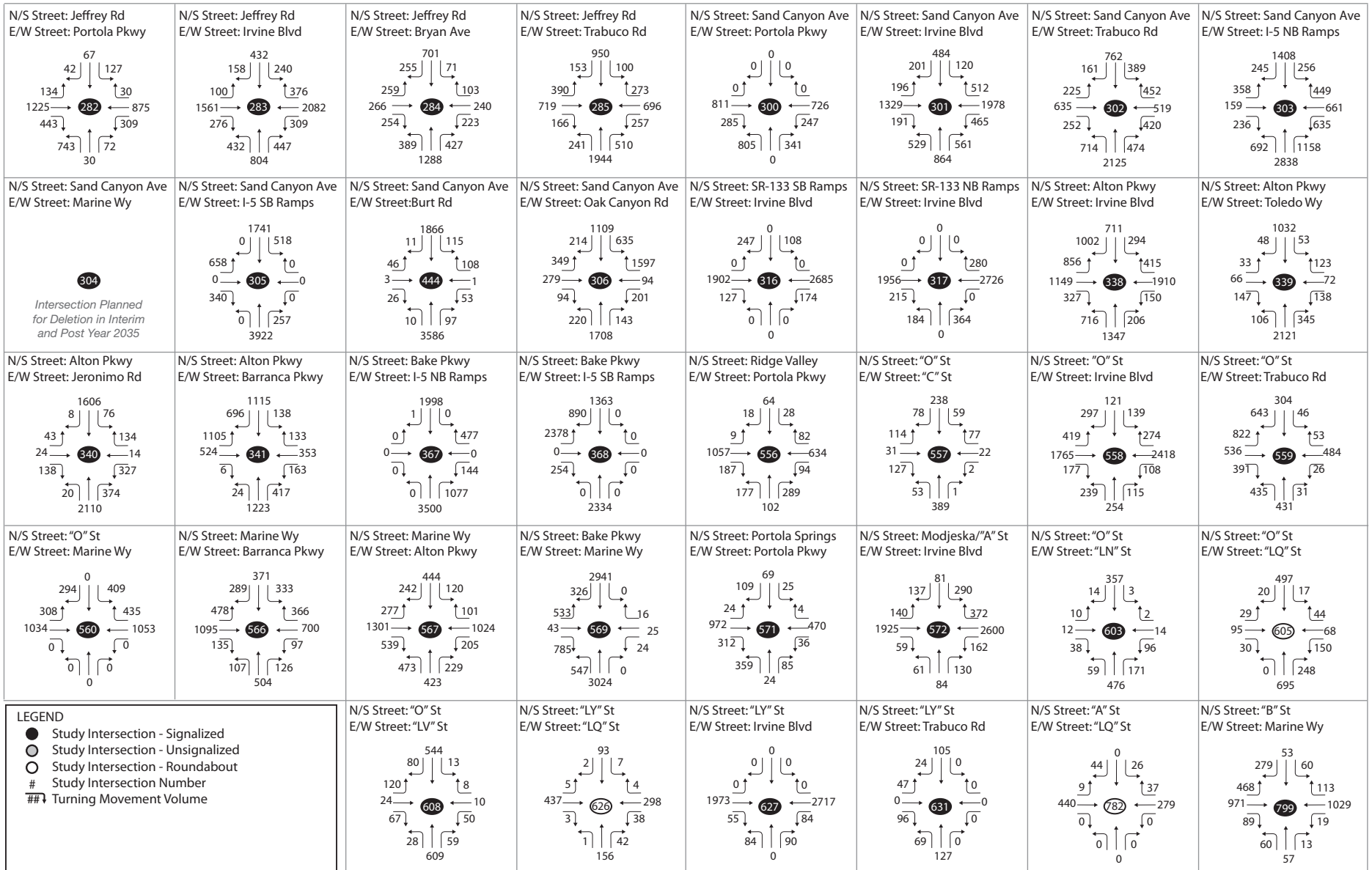
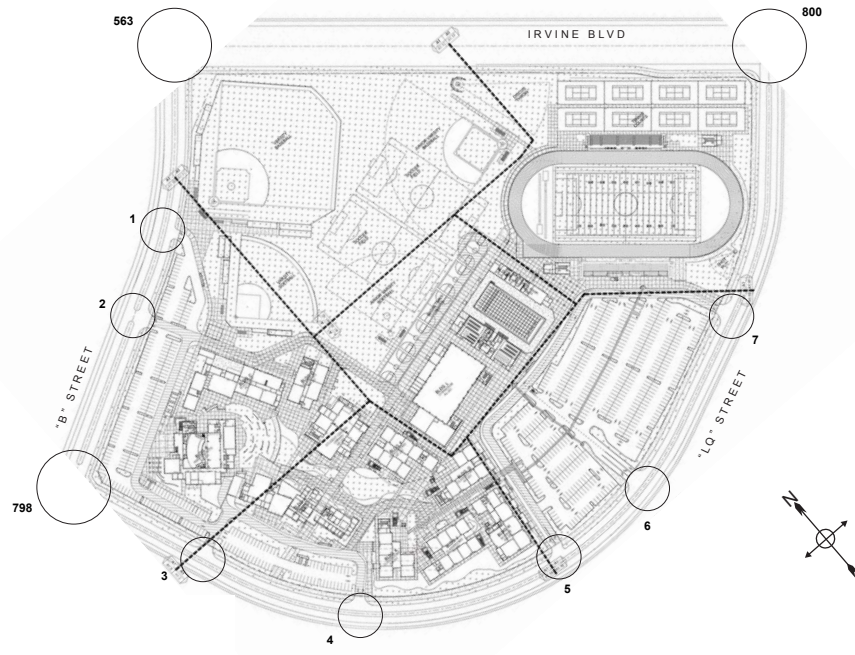


Figure 8.6 Year 2035 Peak Hour Volumes - 2012 Modified Project Option 2 - With Stadium



| | | | |
|---|---|---|--|
| <p>N/S Street: "B" St E/W Street: Driveway 1</p> | <p>N/S Street: Sand Canyon Ave E/W Street: Driveway 2</p> | <p>N/S Street: Driveway 3 E/W Street: "LQ" St</p> | <p>N/S Street: Driveway 4 E/W Street: "LQ" St</p> |
| <p>N/S Street: "LQ" St E/W Street: Driveway 5</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 6</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 7</p> | <p>N/S Street: "B" St E/W Street: Irvine Blvd</p> |
| <p>N/S Street: "Z" St E/W Street: "LQ" St</p> | <p>N/S Street: "Z" St E/W Street: Irvine Blvd</p> | <p>N/S Street: "B" St E/W Street: "LQ" St</p> | <p>N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd</p> |
| <p>N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd</p> | <p>N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd</p> | | |

LEGEND

- Study Intersection - Signalized
- Study Intersection - Unsignalized
- Study Intersection - Roundabout
- # Study Intersection Number
- ## Turning Movement Volume

Figure 8.6 Year 2035 Peak Hour Volumes - 2012 Modified Project Option 2 - With Stadium

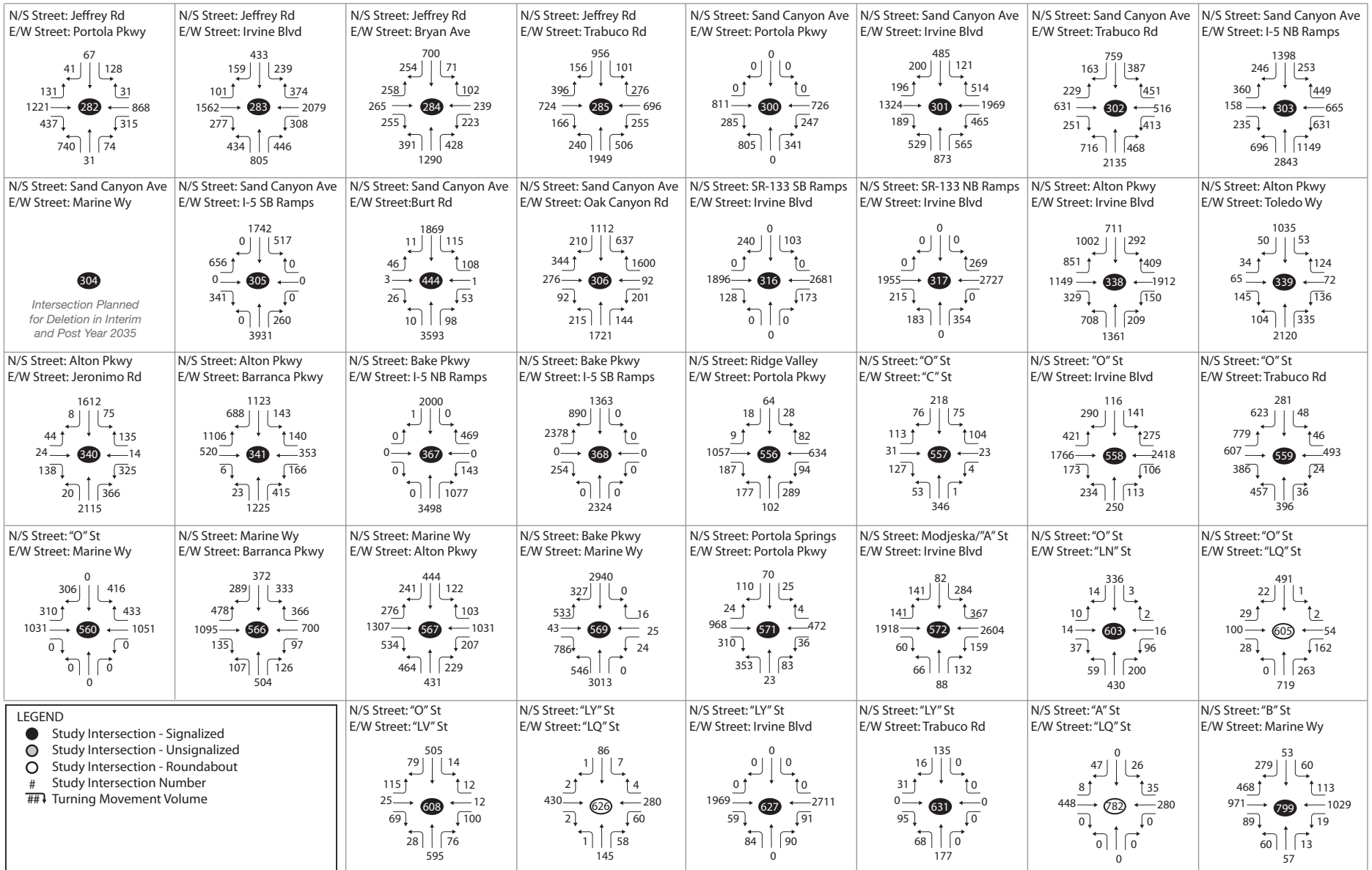
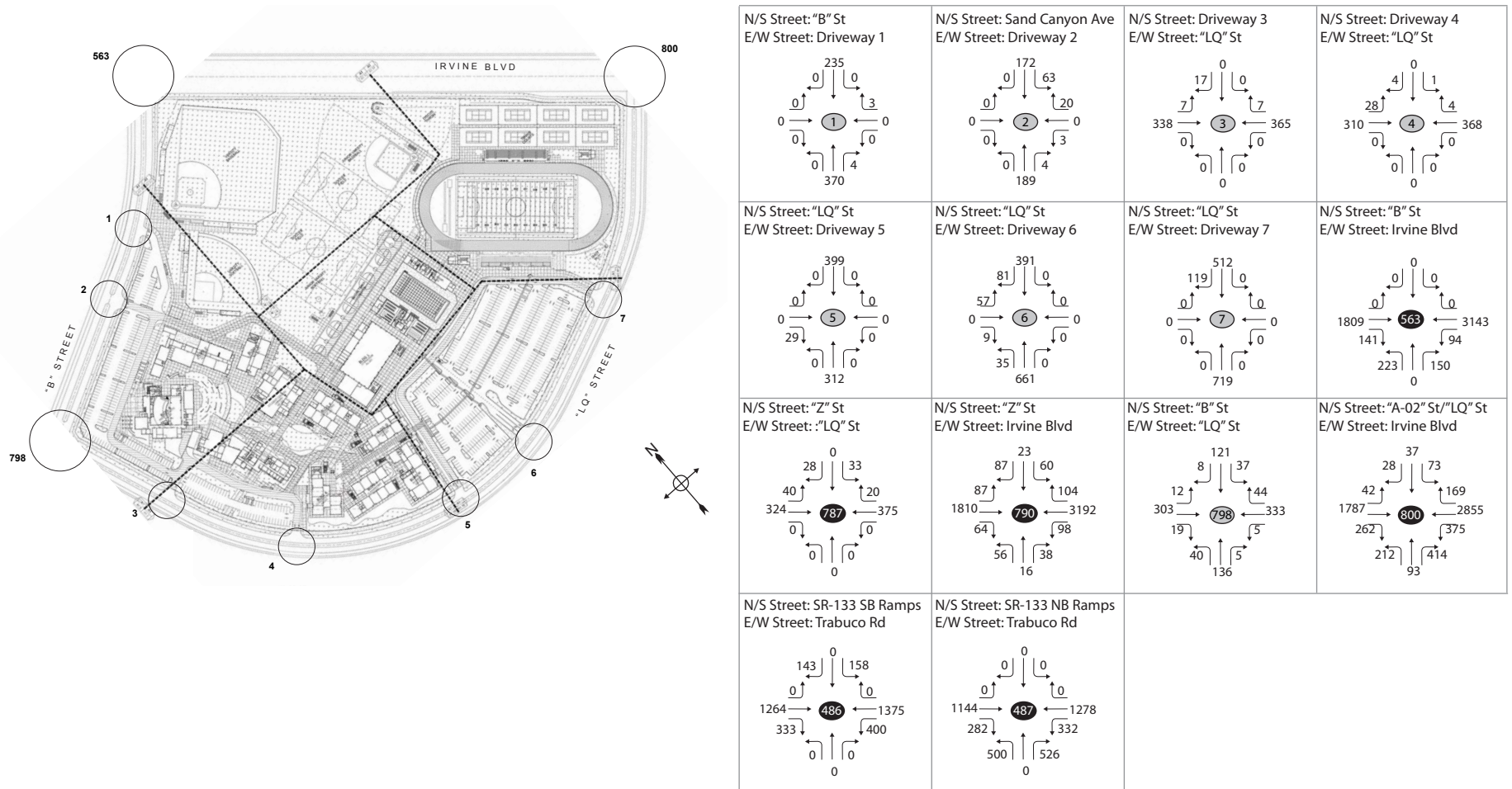


Figure 8.7 Post Year 2035 Peak Hour Volumes - 2011 Approved Project - With Stadium



LEGEND

- Study Intersection - Signalized
- Study Intersection - Unsignalized
- Study Intersection - Roundabout
- # Study Intersection Number
- ##↘ Turning Movement Volume

Figure 8.7 Post Year 2035 Peak Hour Volumes - 2011 Approved Project - With Stadium

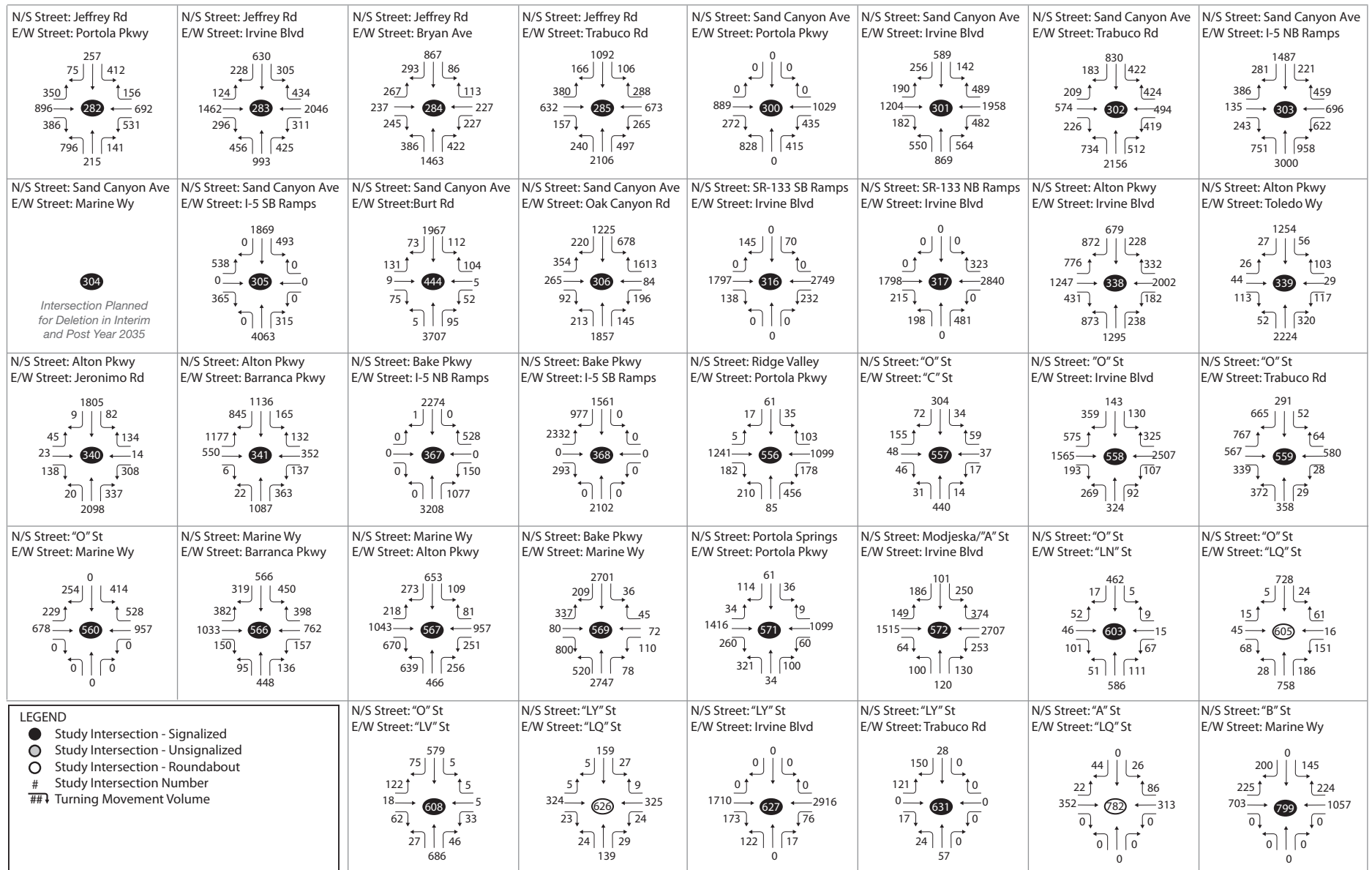
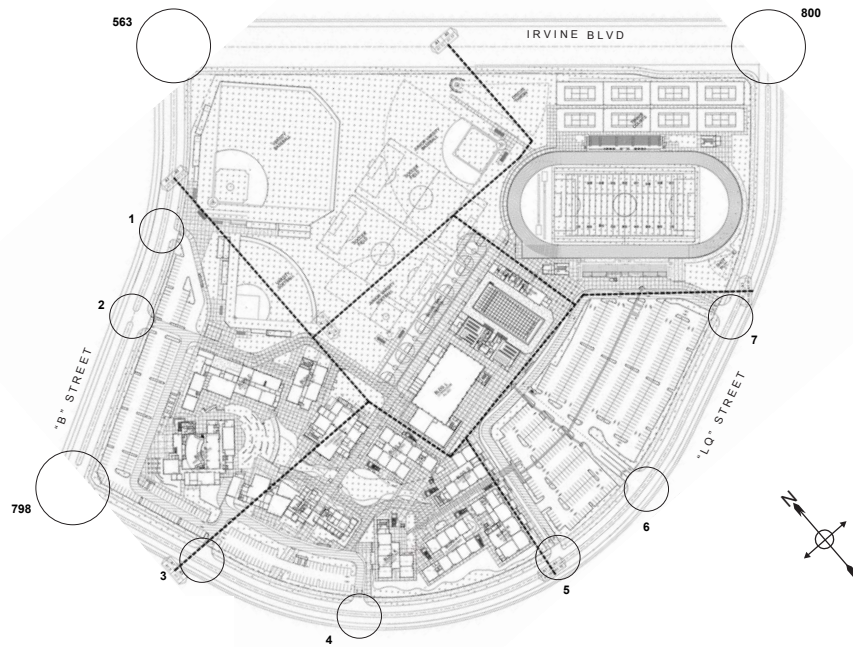


Figure 8.8 Post Year 2035 Peak Hour Volumes - 2012 Modified Project Option 1 - With Stadium



| | | | |
|---|---|---|--|
| <p>N/S Street: "B" St E/W Street: Driveway 1</p> | <p>N/S Street: Sand Canyon Ave E/W Street: Driveway 2</p> | <p>N/S Street: Driveway 3 E/W Street: "LQ" St</p> | <p>N/S Street: Driveway 4 E/W Street: "LQ" St</p> |
| <p>N/S Street: "LQ" St E/W Street: Driveway 5</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 6</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 7</p> | <p>N/S Street: "B" St E/W Street: Irvine Blvd</p> |
| <p>N/S Street: "Z" St E/W Street: "LQ" St</p> | <p>N/S Street: "Z" St E/W Street: Irvine Blvd</p> | <p>N/S Street: "B" St E/W Street: "LQ" St</p> | <p>N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd</p> |
| <p>N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd</p> | <p>N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd</p> | | |

| LEGEND | |
|--------|-----------------------------------|
| ● | Study Intersection - Signalized |
| ○ | Study Intersection - Unsignalized |
| ○ | Study Intersection - Roundabout |
| # | Study Intersection Number |
| ## ↘ | Turning Movement Volume |

Figure 8.8 Post Year 2035 Peak Hour Volumes - 2012 Modified Project Option 1 - With Stadium

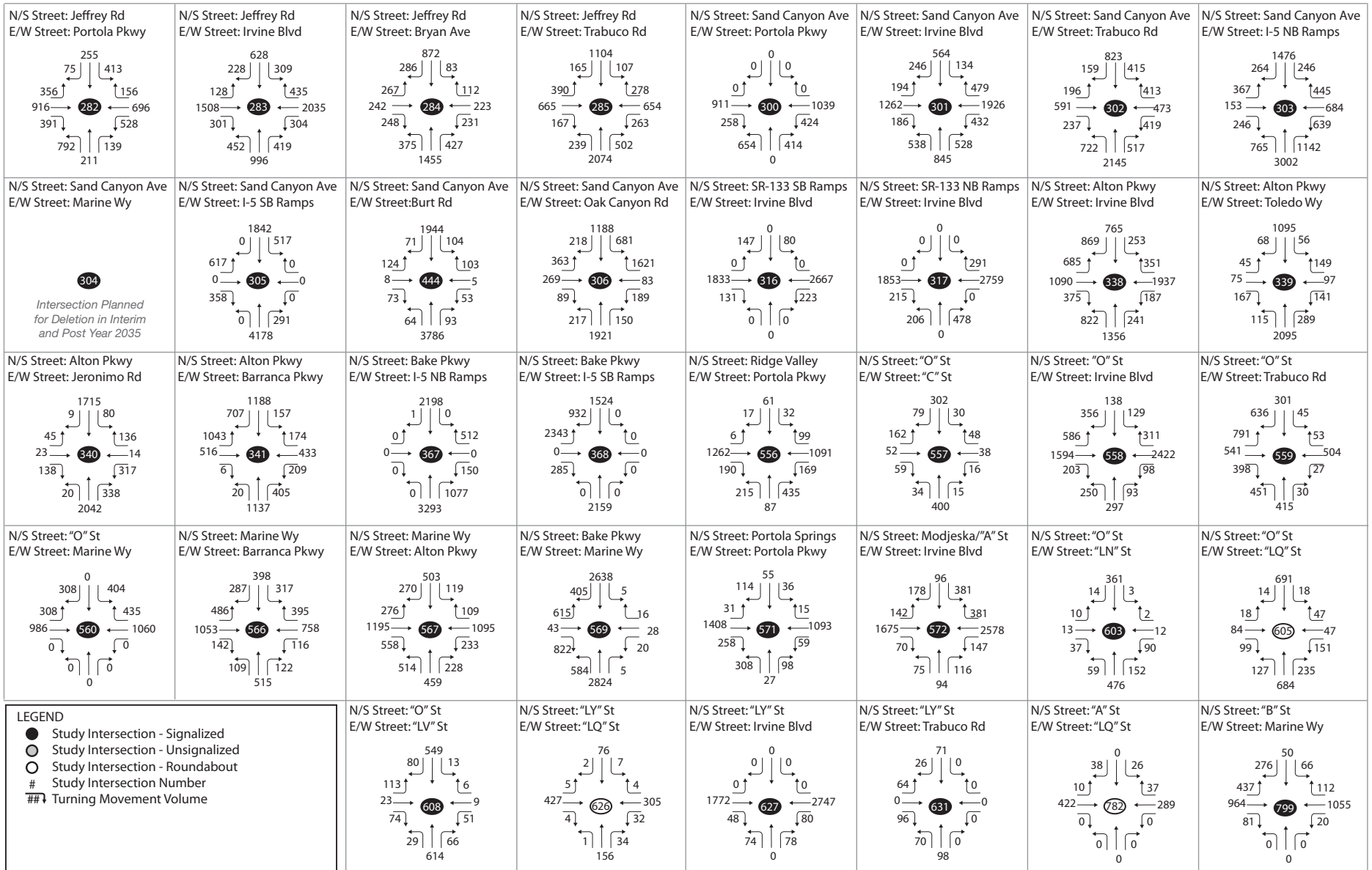
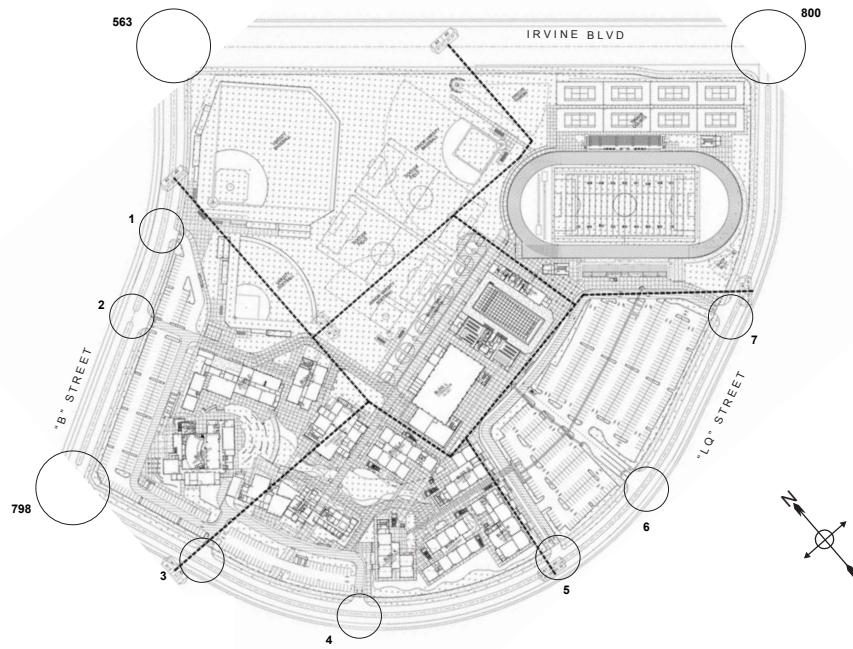


Figure 8.9 Post Year 2035 Peak Hour Volumes - 2012 Modified Project Option 2 - With Stadium

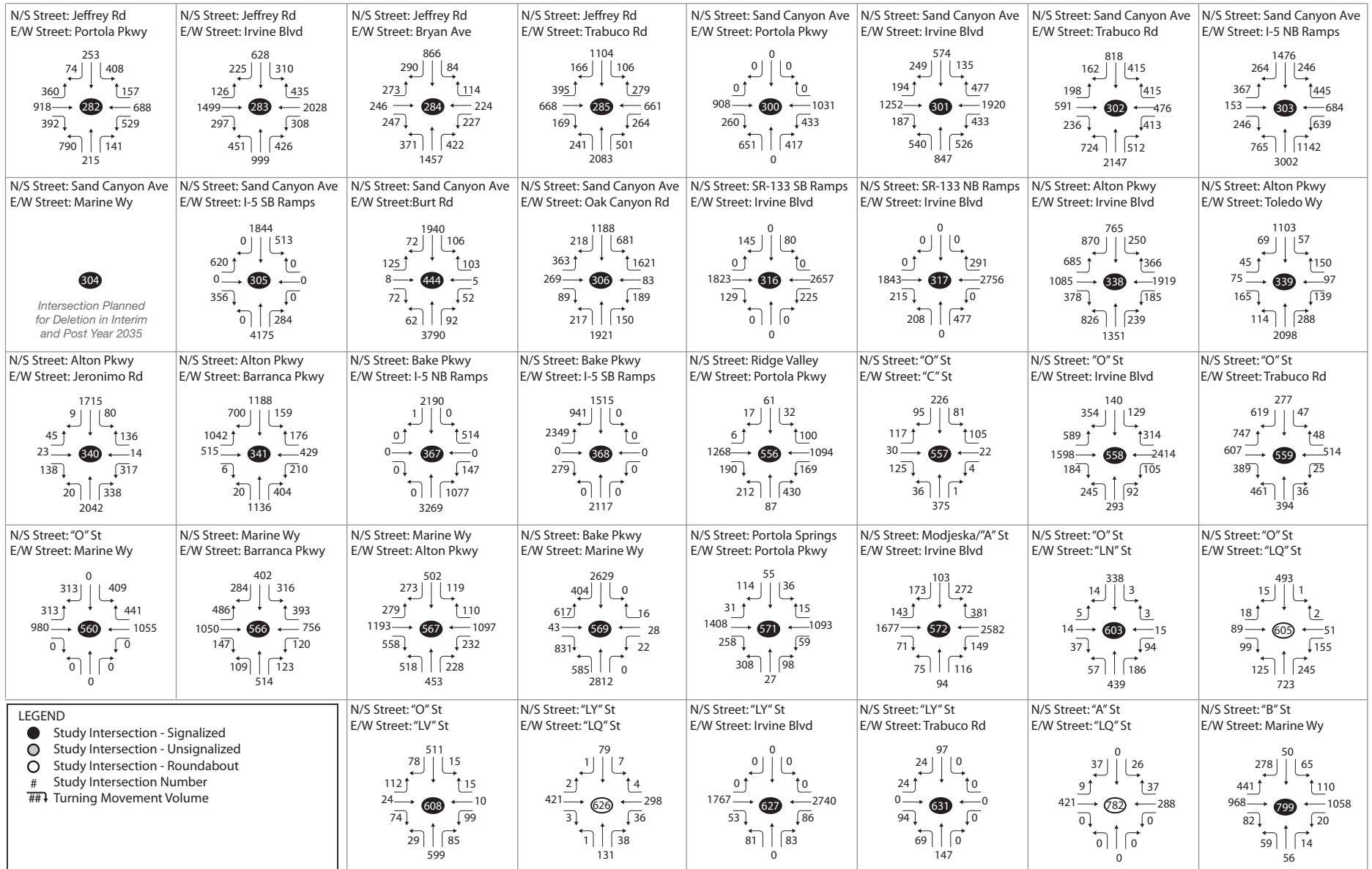


| | | | |
|---|---|---|--|
| <p>N/S Street: "B" St E/W Street: Driveway 1</p> | <p>N/S Street: Sand Canyon Ave E/W Street: Driveway 2</p> | <p>N/S Street: Driveway 3 E/W Street: "LQ" St</p> | <p>N/S Street: Driveway 4 E/W Street: "LQ" St</p> |
| <p>N/S Street: "LQ" St E/W Street: Driveway 5</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 6</p> | <p>N/S Street: "LQ" St E/W Street: Driveway 7</p> | <p>N/S Street: "B" St E/W Street: Irvine Blvd</p> |
| <p>N/S Street: "Z" St E/W Street: "LQ" St</p> | <p>N/S Street: "Z" St E/W Street: Irvine Blvd</p> | <p>N/S Street: "B" St E/W Street: "LQ" St</p> | <p>N/S Street: "A-02" St/"LQ" St E/W Street: Irvine Blvd</p> |
| <p>N/S Street: SR-133 SB Ramps E/W Street: Trabuco Rd</p> | <p>N/S Street: SR-133 NB Ramps E/W Street: Trabuco Rd</p> | | |

LEGEND

- Study Intersection - Signalized
- Study Intersection - Unsignalized
- Study Intersection - Roundabout
- # Study Intersection Number
- ##↘ Turning Movement Volume

Figure 8.9 Post Year 2035 Peak Hour Volumes - 2012 Modified Project Option 2 - With Stadium



9. Congestion Management Program (CMP) Requirements

The Orange County Congestion Management Program (CMP) monitors the level of service at all designated CMP intersections in the County. Irvine Boulevard is designated as a CMP roadway within the study area. Two CMP intersections are located in the traffic study area for High School No. 5. These intersections are:

- Irvine Boulevard and the SR-133 NB Ramps
- Irvine Boulevard and the SR-133 SB Ramps

Table 9-1 summarizes the anticipated level of service for these two intersections with and without the project for each of the future analysis years.

Table 9-1 CMP Intersection LOS Comparison

| Intersection | | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|--------------------------------|--------------------------------|--------------|-----|--------------|-----|---------------|--------|--------------|-----|--------------|-----|---------------|--------|
| | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact |
| | | V/C Delay | LOS | V/C Delay | LOS | | | V/C Delay | LOS | V/C Delay | LOS | | |
| 2017 (2011 Approved Project) | | | | | | | | | | | | | |
| 316 | SR-133 SB Ramps at Irvine Blvd | 0.56 | A | 0.65 | B | 0.09 | | 0.54 | A | 0.56 | A | 0.02 | |
| 317 | SR-133 NB Ramps at Irvine Blvd | 0.68 | B | 0.85 | D | 0.17 | | 0.79 | C | 0.82 | D | 0.04 | |
| 2017 (2012 Modified Project 1) | | | | | | | | | | | | | |
| 316 | SR-133 SB Ramps at Irvine Blvd | 0.45 | A | 0.52 | A | 0.07 | | 0.49 | A | 0.51 | A | 0.02 | |
| 317 | SR-133 NB Ramps at Irvine Blvd | 0.47 | A | 0.60 | A | 0.12 | | 0.70 | B | 0.73 | C | 0.03 | |
| 2017 (2012 Modified Project 2) | | | | | | | | | | | | | |
| 316 | SR-133 SB Ramps at Irvine Blvd | 0.45 | A | 0.52 | A | 0.07 | | 0.49 | A | 0.51 | A | 0.02 | |
| 317 | SR-133 NB Ramps at Irvine Blvd | 0.47 | A | 0.59 | A | 0.12 | | 0.70 | B | 0.73 | C | 0.04 | |
| 2035 (2011 Approved Project) | | | | | | | | | | | | | |
| 316 | SR-133 SB Ramps at Irvine Blvd | 0.59 | A | 0.68 | B | 0.08 | | 0.65 | B | 0.67 | B | 0.02 | |
| 317 | SR-133 NB Ramps at Irvine Blvd | 0.80 | D | 0.94 | E | 0.14 | | 0.77 | C | 0.80 | D | 0.03 | |
| 2035 (2012 Modified Project 1) | | | | | | | | | | | | | |
| 316 | SR-133 SB Ramps at Irvine Blvd | 0.55 | A | 0.57 | A | 0.01 | | 0.64 | B | 0.65 | B | 0.02 | |
| 317 | SR-133 NB Ramps at Irvine Blvd | 0.61 | B | 0.74 | C | 0.13 | | 0.79 | C | 0.82 | D | 0.03 | |
| 2035 (2012 Modified Project 2) | | | | | | | | | | | | | |
| 316 | SR-133 SB Ramps at Irvine Blvd | 0.55 | A | 0.56 | A | 0.01 | | 0.63 | B | 0.65 | B | 0.02 | |

| Intersection | | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|-------------------------------------|--------------------------------|--------------|-----|--------------|-----|---------------|--------|--------------|-----|--------------|-----|---------------|--------|
| | | No Project | | With Project | | Change in V/C | Impact | No Project | | With Project | | Change in V/C | Impact |
| | | V/C Delay | LOS | V/C Delay | LOS | | | V/C Delay | LOS | V/C Delay | LOS | | |
| 317 | SR-133 NB Ramps at Irvine Blvd | 0.61 | B | 0.74 | C | 0.13 | | 0.78 | C | 0.81 | D | 0.03 | |
| Post 2035 (2011 Approved Project) | | | | | | | | | | | | | |
| 316 | SR-133 SB Ramps at Irvine Blvd | 0.58 | A | 0.66 | B | 0.07 | | 0.62 | B | 0.64 | B | 0.02 | |
| 317 | SR-133 NB Ramps at Irvine Blvd | 0.82 | D | 0.96 | E | 0.14 | | 0.82 | D | 0.85 | D | 0.03 | |
| Post 2035 (2012 Modified Project 1) | | | | | | | | | | | | | |
| 316 | SR-133 SB Ramps at Irvine Blvd | 0.51 | A | 0.57 | A | 0.06 | | 0.61 | B | 0.62 | B | 0.02 | |
| 317 | SR-133 NB Ramps at Irvine Blvd | 0.63 | B | 0.76 | C | 0.13 | | 0.83 | D | 0.86 | D | 0.03 | |
| Post 2035 (2012 Modified Project 2) | | | | | | | | | | | | | |
| 316 | SR-133 SB Ramps at Irvine Blvd | 0.56 | A | 0.62 | B | 0.07 | | 0.61 | B | 0.62 | B | 0.02 | |
| 317 | SR-133 NB Ramps at Irvine Blvd | 0.63 | B | 0.76 | C | 0.13 | | 0.83 | D | 0.86 | D | 0.03 | |

The minimum acceptable level of service for a CMP intersection is LOS E. No significant traffic impacts are anticipated to CMP intersections as a result of the proposed High School No. 5. No mitigation measures are necessary.

10. Recommended Mitigation Measures

The proposed Irvine High School No. 5 is forecast to cause project impacts at the following intersections:

Year 2035 – 2011 Approved Project

- SR-133 Northbound Ramps and Irvine Boulevard (#317) – LOS E – AM Peak Hour
- "LQ" Street and Irvine Boulevard (#800) – LOS E – AM Peak Hour

Post Year 2035 – 2011 Approved Project

- SR-133 Northbound Ramps and Irvine Boulevard (#317) – LOS E – AM Peak Hour
- "LQ" Street and Irvine Boulevard (#800) – LOS E – AM Peak Hour

In order to bring the intersection back to an acceptable level of service or pre-project conditions, the following mitigation measures are required and listed in Table 10-1.

Table 10-1 Recommended Mitigation Measures

| # | Location | Improvement |
|---|--------------------------------------|--|
| Year 2035 - 2011 Approved Project | | |
| 317 | SR-133 NB Ramps and Irvine Boulevard | Reconfigure west leg of intersection to allow a third eastbound thru-lane. |
| 800 | "LQ" Street and Irvine Boulevard | Add northbound left-turn lane, resulting in dual-northbound left-turn lanes. |
| Post Year 2035 - 2011 Approved Project | | |
| 317 | SR-133 NB Ramps and Irvine Boulevard | Reconfigure west leg of intersection to allow a third eastbound thru-lane. |
| 800 | "LQ" Street and Irvine Boulevard | Add northbound left-turn lane, resulting in dual-northbound left-turn lanes. |

11. Conclusion

The Irvine Unified School District plans to build a new high school facility on a 40.3-acre site on the southeast corner of Irvine Boulevard and the future "B" Street, east of Sand Canyon Avenue and Highway 133 and west of Alton Parkway. The project site is on a portion of the former Marine Corps Air Station El Toro (MCAS El Toro), in Planning Area 51, Orange County Great Park, of the City of Irvine General Plan.

The school would serve a maximum capacity of 2,600 students and include a performing arts center, a gymnasium, and a stadium with 2,940 seats. The high school is expected to generate up to 4,446 vehicle trips on a typical weekday, with 1,092 trips (743 inbound and 349 outbound) during the AM peak hour and 338 trips (159 inbound and 179 outbound) during the PM peak hour. Varsity football games with attendance at stadium capacity are forecast to generate a total of 494 trips (351 inbound and 143 outbound) during the evening peak hour. The stadium is not expected to generate a significant number of trips during the AM peak hour.

The project is forecast to cause a significant impact at two intersections in multiple scenarios. The recommended mitigation measures that would bring the impacted intersections back to an acceptable level of service or pre-project conditions are summarized in Section 9.

As part of the traffic analysis, special analyses were conducted for site access, parking, pedestrian and bicycle circulation and with stadium.

- **Site Access** - The Irvine High School No. 5 site has seven unsignalized access driveways located along "B" Street and "LQ" Street. Three additional signalized intersections are proposed along Irvine Boulevard at "B" Street and "LQ" Street, and at the intersection of "B" Street and "LQ" Street. All access intersections are forecast to operate at an acceptable level of service during all analysis scenarios and both peak hour periods, with the exception of Driveway 6 on "LQ" Street (Intersection #6). This intersection is forecast to have an LOS E in the Year 2035 2011 Approved Project Scenario during the AM peak hour. The delay is caused by traffic coming out of the school parking lot, and can be mitigated by signalizing the intersection.
- **Signal Warrant Analysis** - A signal warrant analysis was conducted at all unsignalized study intersections per the Manual on Uniform Traffic Control Devices (MUTCD). Based on the forecast volumes, traffic signals are not warranted at all unsignalized study intersections and site access driveways for all scenarios. However, Driveway 6 should be reevaluated when the roadway to the south is implemented to account for pedestrian volume and buildout of the intersection to a four-legged intersection.
- **Sight Distance Analysis** – Sight distance for access roadways leading up to the High School should be maintained. It is recommended that a clear line of sight be maintained at Intersections "B" Street/Irvine Boulevard (#563), "A-02" Street/"LQ" Street and Irvine Boulevard (#800), and "B" Street and "LQ" Street (#798).
- **Parking Analysis** - Irvine High School No. 5 is proposing to provide 784 surface parking spaces per the most current site plan. Forecast peak period parking generation per the Institute of Transportation Engineers (ITE) Parking Generation Manual is 598 parking spaces. Based on the forecast parking generation and proposed parking supply, the proposed parking supply exceeds forecast peak period parking demand.

- **Pedestrian and Bicycle Circulation** - The preliminary site plan for Irvine High School No. 5 shows landscaped pedestrian pathways throughout the school with connections to the various surface parking facilities. There are currently Class II bike lanes along Irvine Boulevard, Alton Parkway, and Sand Canyon Avenue. It is recommended that the school provide bicycle lockers or racks on site, as well as signage to increase awareness and safety of bicyclists and pedestrians.
- **Stadium Traffic** - The Irvine Unified School District is proposing to build a 2,940-seat athletic stadium as part of the High School No. 5 campus. The stadium would serve as a venue for special events such as graduation ceremonies and sports activities, and is not expected to generate a significant number of trips on a daily basis throughout the year. The proposed stadium is not expected to generate a significant number of trips during the AM peak hour, so the PM peak hour is the only time period selected for analysis.

Based on the PM peak hour analysis for the stadium, no project related impacts are forecast.

No significant traffic impacts are anticipated to CMP intersections as a result of the proposed High School No. 5.

APPENDIX

APPENDIX

TRAFFIC COUNT DATA

CONDUCTED BY COUNTS UNLIMITED

Location: Irvine
 N/S: Jeffrey Road
 E/W: Portola Parkway
 Contol: Signalized



ITAM: 282
 Date: 3/6/2012
 Day: Tuesday

| | Jeffrey Road Southbound | | | Portola Parkway Westbound | | | Jeffrey Road Northbound | | | Portola Parkway Eastbound | | | TOTAL |
|----------------|-------------------------|----|----|---------------------------|-----|----|-------------------------|----|----|---------------------------|-----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 13 | 6 | 5 | 8 | 41 | 4 | 39 | 7 | 4 | 3 | 76 | 41 | 247 |
| 7:15 AM | 9 | 3 | 1 | 6 | 95 | 5 | 63 | 4 | 8 | 6 | 75 | 42 | 317 |
| 7:30 AM | 7 | 3 | 4 | 13 | 132 | 6 | 237 | 6 | 5 | 5 | 78 | 110 | 606 |
| 7:45 AM | 13 | 7 | 2 | 16 | 114 | 9 | 97 | 13 | 8 | 9 | 93 | 139 | 520 |
| 8:00 AM | 7 | 8 | 2 | 15 | 64 | 5 | 56 | 9 | 8 | 7 | 114 | 126 | 421 |
| 8:15 AM | 5 | 8 | 2 | 7 | 48 | 10 | 40 | 6 | 6 | 2 | 99 | 91 | 324 |
| 8:30 AM | 12 | 4 | 5 | 10 | 42 | 13 | 35 | 12 | 7 | 6 | 64 | 67 | 277 |
| 8:45 AM | 8 | 8 | 1 | 10 | 37 | 8 | 28 | 11 | 6 | 6 | 57 | 60 | 240 |
| TOTAL VOLUMES: | 74 | 47 | 22 | 85 | 573 | 60 | 595 | 68 | 52 | 44 | 656 | 676 | 2952 |

AM Peak Hr Begins at: 730 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|----|----|----|-----|----|-----|----|----|----|-----|-----|-------|
| PEAK VOLUMES: | 32 | 26 | 10 | 51 | 358 | 30 | 430 | 34 | 27 | 23 | 384 | 466 | 1871 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.773 | 0.727 | 0.495 | 0.884 | 0.772 |
|-----------------|-------|-------|-------|-------|-------|

| | Jeffrey Road Southbound | | | Portola Parkway Westbound | | | Jeffrey Road Northbound | | | Portola Parkway Eastbound | | | TOTAL |
|----------------|-------------------------|----|----|---------------------------|-----|----|-------------------------|----|----|---------------------------|-----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 3 | 11 | 12 | 7 | 77 | 6 | 77 | 4 | 4 | 3 | 31 | 47 | 282 |
| 4:15 PM | 1 | 3 | 9 | 8 | 91 | 4 | 82 | 5 | 3 | 2 | 41 | 56 | 305 |
| 4:30 PM | 0 | 8 | 11 | 12 | 75 | 2 | 94 | 2 | 5 | 1 | 38 | 52 | 300 |
| 4:45 PM | 2 | 2 | 6 | 6 | 85 | 3 | 111 | 5 | 10 | 2 | 34 | 36 | 302 |
| 5:00 PM | 5 | 7 | 11 | 12 | 89 | 1 | 120 | 4 | 9 | 1 | 58 | 48 | 365 |
| 5:15 PM | 3 | 1 | 6 | 8 | 129 | 0 | 105 | 3 | 16 | 0 | 49 | 30 | 350 |
| 5:30 PM | 4 | 2 | 1 | 8 | 143 | 0 | 108 | 2 | 12 | 3 | 55 | 43 | 381 |
| 5:45 PM | 0 | 2 | 4 | 13 | 108 | 2 | 113 | 3 | 20 | 1 | 58 | 40 | 364 |
| 6:00 PM | 0 | 1 | 2 | 9 | 88 | 5 | 103 | 0 | 13 | 1 | 40 | 25 | 287 |
| 6:15 PM | 0 | 2 | 4 | 5 | 72 | 1 | 85 | 1 | 6 | 0 | 43 | 26 | 245 |
| TOTAL VOLUMES: | 18 | 39 | 66 | 88 | 957 | 24 | 998 | 29 | 98 | 14 | 447 | 403 | 3181 |

PM Peak Hr Begins at: 500 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|----|----|----|-----|----|-----|----|----|----|-----|-----|-------|
| PEAK VOLUMES: | 12 | 12 | 22 | 41 | 469 | 3 | 446 | 12 | 57 | 5 | 220 | 161 | 1460 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.500 | 0.849 | 0.947 | 0.902 | 0.958 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: Jeffrey Road
 E/W: Portola Parkway
 Contol: Signalized



ITAM: 282
 Date: 3/7/2012
 Day: Wednesday

| | Jeffrey Road Southbound | | | Portola Parkway Westbound | | | Jeffrey Road Northbound | | | Portola Parkway Eastbound | | | TOTAL |
|----------------|-------------------------|----|----|---------------------------|-----|----|-------------------------|----|----|---------------------------|-----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 11 | 8 | 3 | 8 | 34 | 0 | 21 | 3 | 1 | 5 | 71 | 41 | 206 |
| 7:15 AM | 9 | 5 | 1 | 15 | 87 | 7 | 46 | 9 | 6 | 6 | 92 | 55 | 338 |
| 7:30 AM | 11 | 11 | 0 | 27 | 90 | 4 | 36 | 8 | 3 | 4 | 72 | 74 | 340 |
| 7:45 AM | 12 | 11 | 2 | 9 | 71 | 10 | 38 | 9 | 4 | 4 | 82 | 68 | 320 |
| 8:00 AM | 10 | 6 | 1 | 13 | 48 | 7 | 68 | 8 | 8 | 5 | 87 | 63 | 324 |
| 8:15 AM | 11 | 9 | 4 | 8 | 49 | 11 | 78 | 7 | 6 | 3 | 90 | 93 | 369 |
| 8:30 AM | 12 | 6 | 3 | 10 | 95 | 12 | 224 | 13 | 2 | 1 | 78 | 110 | 566 |
| 8:45 AM | 13 | 9 | 0 | 17 | 67 | 12 | 60 | 9 | 4 | 2 | 114 | 144 | 451 |
| TOTAL VOLUMES: | 89 | 65 | 14 | 107 | 541 | 63 | 571 | 66 | 34 | 30 | 686 | 648 | 2914 |

AM Peak Hr Begins at: 800 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|----|----|----|-----|----|-----|----|----|----|-----|-----|-------|
| PEAK VOLUMES: | 46 | 30 | 8 | 48 | 259 | 42 | 430 | 37 | 20 | 11 | 369 | 410 | 1710 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.875 | 0.746 | 0.509 | 0.760 | 0.755 |
|-----------------|-------|-------|-------|-------|-------|

| | Jeffrey Road Southbound | | | Portola Parkway Westbound | | | Jeffrey Road Northbound | | | Portola Parkway Eastbound | | | TOTAL |
|----------------|-------------------------|----|----|---------------------------|-----|----|-------------------------|----|----|---------------------------|-----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 1 | 8 | 15 | 17 | 65 | 7 | 60 | 4 | 5 | 1 | 29 | 39 | 251 |
| 4:15 PM | 1 | 11 | 5 | 11 | 72 | 4 | 74 | 7 | 11 | 2 | 25 | 49 | 272 |
| 4:30 PM | 0 | 5 | 15 | 5 | 75 | 5 | 88 | 6 | 7 | 0 | 44 | 50 | 300 |
| 4:45 PM | 2 | 6 | 2 | 7 | 101 | 4 | 118 | 2 | 4 | 4 | 36 | 35 | 321 |
| 5:00 PM | 6 | 4 | 12 | 8 | 102 | 0 | 96 | 0 | 7 | 0 | 51 | 37 | 323 |
| 5:15 PM | 1 | 3 | 9 | 7 | 165 | 2 | 145 | 0 | 10 | 1 | 49 | 37 | 429 |
| 5:30 PM | 1 | 2 | 4 | 12 | 130 | 2 | 134 | 6 | 13 | 6 | 56 | 40 | 406 |
| 5:45 PM | 0 | 2 | 0 | 7 | 137 | 1 | 95 | 6 | 13 | 6 | 54 | 37 | 358 |
| 6:00 PM | 1 | 1 | 3 | 2 | 69 | 3 | 82 | 3 | 8 | 0 | 37 | 32 | 241 |
| 6:15 PM | 2 | 1 | 4 | 5 | 74 | 2 | 94 | 2 | 15 | 1 | 35 | 27 | 262 |
| TOTAL VOLUMES: | 15 | 43 | 69 | 81 | 990 | 30 | 986 | 36 | 93 | 21 | 416 | 383 | 3163 |

PM Peak Hr Begins at: 500 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|----|----|----|-----|----|-----|----|----|----|-----|-----|-------|
| PEAK VOLUMES: | 8 | 11 | 25 | 34 | 534 | 5 | 470 | 12 | 43 | 13 | 210 | 151 | 1516 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.500 | 0.823 | 0.847 | 0.917 | 0.883 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: Jeffrey Road
 E/W: Irvine Boulevard
 Contol: Signalized



ITAM: 283
 Date: 3/6/2012
 Day: Tuesday

| | Jeffrey Road Southbound | | | Irvine Boulevard Westbound | | | Jeffrey Road Northbound | | | Irvine Boulevard Eastbound | | | TOTAL |
|----------------|-------------------------|-----|----|----------------------------|------|-----|-------------------------|-----|-----|----------------------------|------|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 15 | 37 | 2 | 15 | 96 | 6 | 14 | 21 | 42 | 3 | 83 | 30 | 364 |
| 7:15 AM | 19 | 53 | 1 | 39 | 217 | 20 | 21 | 69 | 20 | 2 | 104 | 37 | 602 |
| 7:30 AM | 32 | 66 | 3 | 71 | 278 | 39 | 32 | 196 | 24 | 23 | 148 | 38 | 950 |
| 7:45 AM | 65 | 102 | 3 | 57 | 231 | 23 | 47 | 70 | 64 | 7 | 222 | 49 | 940 |
| 8:00 AM | 41 | 97 | 1 | 54 | 293 | 14 | 30 | 50 | 45 | 11 | 215 | 73 | 924 |
| 8:15 AM | 44 | 56 | 0 | 67 | 211 | 23 | 31 | 43 | 33 | 4 | 179 | 45 | 736 |
| 8:30 AM | 31 | 43 | 1 | 81 | 222 | 13 | 27 | 46 | 46 | 3 | 190 | 40 | 743 |
| 8:45 AM | 24 | 58 | 0 | 47 | 150 | 4 | 38 | 47 | 45 | 5 | 146 | 52 | 616 |
| TOTAL VOLUMES: | 271 | 512 | 11 | 431 | 1698 | 142 | 240 | 542 | 319 | 58 | 1287 | 364 | 5875 |

AM Peak Hr Begins at: 730 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|-----|-----|----|-----|------|----|-----|-----|-----|----|-----|-----|-------|
| PEAK VOLUMES: | 182 | 321 | 7 | 249 | 1013 | 99 | 140 | 359 | 166 | 45 | 764 | 205 | 3550 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.750 | 0.877 | 0.660 | 0.848 | 0.934 |
|-----------------|-------|-------|-------|-------|-------|

| | Jeffrey Road Southbound | | | Irvine Boulevard Westbound | | | Jeffrey Road Northbound | | | Irvine Boulevard Eastbound | | | TOTAL |
|----------------|-------------------------|-----|----|----------------------------|------|-----|-------------------------|-----|-----|----------------------------|------|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 17 | 48 | 3 | 34 | 199 | 20 | 68 | 77 | 50 | 2 | 134 | 33 | 685 |
| 4:15 PM | 20 | 33 | 7 | 43 | 277 | 26 | 54 | 52 | 47 | 2 | 166 | 34 | 761 |
| 4:30 PM | 19 | 62 | 5 | 34 | 263 | 31 | 80 | 74 | 39 | 7 | 158 | 48 | 820 |
| 4:45 PM | 10 | 46 | 9 | 56 | 226 | 49 | 52 | 79 | 66 | 6 | 184 | 44 | 827 |
| 5:00 PM | 15 | 41 | 1 | 45 | 300 | 34 | 63 | 113 | 79 | 5 | 182 | 47 | 925 |
| 5:15 PM | 11 | 21 | 6 | 76 | 356 | 46 | 88 | 85 | 0 | 4 | 167 | 48 | 908 |
| 5:30 PM | 19 | 32 | 5 | 64 | 303 | 37 | 83 | 90 | 6 | 1 | 120 | 50 | 810 |
| 5:45 PM | 17 | 35 | 6 | 66 | 294 | 33 | 70 | 71 | 61 | 7 | 180 | 52 | 892 |
| 6:00 PM | 11 | 24 | 3 | 50 | 217 | 17 | 57 | 96 | 68 | 6 | 204 | 57 | 810 |
| 6:15 PM | 14 | 18 | 1 | 55 | 275 | 25 | 52 | 54 | 70 | 2 | 174 | 34 | 774 |
| TOTAL VOLUMES: | 153 | 360 | 46 | 523 | 2710 | 318 | 667 | 791 | 486 | 42 | 1669 | 447 | 8212 |

PM Peak Hr Begins at: 500 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|-----|----|-----|------|-----|-----|-----|-----|----|-----|-----|-------|
| PEAK VOLUMES: | 62 | 129 | 18 | 251 | 1253 | 150 | 304 | 359 | 146 | 17 | 649 | 197 | 3535 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.901 | 0.865 | 0.793 | 0.903 | 0.955 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: Jeffrey Road
 E/W: Irvine Boulevard
 Contol: Signalized



ITAM: 283
 Date: 3/7/2012
 Day: Wednesday

| | Jeffrey Road Southbound | | | Irvine Boulevard Westbound | | | Jeffrey Road Northbound | | | Irvine Boulevard Eastbound | | | TOTAL |
|----------------|-------------------------|-----|----|----------------------------|------|-----|-------------------------|-----|-----|----------------------------|------|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 16 | 31 | 0 | 19 | 103 | 10 | 12 | 11 | 34 | 4 | 88 | 33 | 361 |
| 7:15 AM | 31 | 47 | 1 | 43 | 214 | 21 | 23 | 41 | 22 | 0 | 116 | 53 | 612 |
| 7:30 AM | 33 | 52 | 5 | 70 | 307 | 12 | 27 | 38 | 35 | 2 | 199 | 41 | 821 |
| 7:45 AM | 36 | 61 | 1 | 57 | 254 | 14 | 43 | 45 | 67 | 5 | 238 | 49 | 870 |
| 8:00 AM | 19 | 51 | 5 | 70 | 281 | 28 | 44 | 45 | 72 | 3 | 239 | 58 | 915 |
| 8:15 AM | 43 | 62 | 1 | 67 | 224 | 29 | 29 | 69 | 69 | 3 | 172 | 46 | 814 |
| 8:30 AM | 33 | 71 | 4 | 85 | 201 | 56 | 32 | 173 | 50 | 15 | 184 | 60 | 964 |
| 8:45 AM | 61 | 99 | 7 | 41 | 139 | 16 | 25 | 51 | 41 | 10 | 164 | 61 | 715 |
| TOTAL VOLUMES: | 272 | 474 | 24 | 452 | 1723 | 186 | 235 | 473 | 390 | 42 | 1400 | 401 | 6072 |

AM Peak Hr Begins at: 745 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|-----|-----|----|-----|-----|-----|-----|-----|-----|----|-----|-----|-------|
| PEAK VOLUMES: | 131 | 245 | 11 | 279 | 960 | 127 | 148 | 332 | 258 | 26 | 833 | 213 | 3563 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.896 | 0.901 | 0.724 | 0.893 | 0.924 |
|-----------------|-------|-------|-------|-------|-------|

| | Jeffrey Road Southbound | | | Irvine Boulevard Westbound | | | Jeffrey Road Northbound | | | Irvine Boulevard Eastbound | | | TOTAL |
|----------------|-------------------------|-----|----|----------------------------|------|-----|-------------------------|-----|-----|----------------------------|------|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 7 | 59 | 5 | 33 | 179 | 19 | 55 | 56 | 46 | 1 | 124 | 41 | 625 |
| 4:15 PM | 11 | 65 | 3 | 25 | 259 | 17 | 65 | 78 | 67 | 5 | 145 | 43 | 783 |
| 4:30 PM | 9 | 44 | 6 | 42 | 281 | 25 | 76 | 77 | 61 | 2 | 137 | 45 | 805 |
| 4:45 PM | 17 | 38 | 3 | 52 | 283 | 23 | 79 | 92 | 68 | 2 | 127 | 39 | 823 |
| 5:00 PM | 8 | 36 | 3 | 44 | 318 | 32 | 84 | 75 | 51 | 5 | 196 | 54 | 906 |
| 5:15 PM | 12 | 30 | 5 | 86 | 388 | 46 | 84 | 94 | 83 | 6 | 201 | 39 | 1074 |
| 5:30 PM | 10 | 41 | 2 | 65 | 277 | 41 | 91 | 102 | 71 | 7 | 232 | 55 | 994 |
| 5:45 PM | 20 | 29 | 3 | 65 | 288 | 32 | 67 | 81 | 63 | 8 | 182 | 41 | 879 |
| 6:00 PM | 9 | 16 | 1 | 41 | 281 | 29 | 60 | 68 | 54 | 5 | 213 | 56 | 833 |
| 6:15 PM | 8 | 24 | 3 | 53 | 262 | 37 | 66 | 64 | 61 | 4 | 166 | 60 | 808 |
| TOTAL VOLUMES: | 111 | 382 | 34 | 506 | 2816 | 301 | 727 | 787 | 625 | 45 | 1723 | 473 | 8530 |

PM Peak Hr Begins at: 500 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|-----|----|-----|------|-----|-----|-----|-----|----|-----|-----|-------|
| PEAK VOLUMES: | 50 | 136 | 13 | 260 | 1271 | 151 | 326 | 352 | 268 | 26 | 811 | 189 | 3853 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.939 | 0.809 | 0.896 | 0.872 | 0.897 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: Jeffrey Road
 E/W: Bryan Avenue
 Contol: Signalized



ITAM: 284
 Date: 3/6/2012
 Day: Tuesday

| | Jeffrey Road Southbound | | | Long Meadow Westbound | | | Jeffrey Road Northbound | | | Bryan Avenue Eastbound | | | TOTAL |
|----------------|-------------------------|------|-----|-----------------------|-----|-----|-------------------------|-----|-----|------------------------|-----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 2 | 78 | 3 | 70 | 8 | 3 | 9 | 58 | 10 | 16 | 6 | 29 | 292 |
| 7:15 AM | 6 | 100 | 12 | 74 | 36 | 11 | 9 | 82 | 14 | 34 | 6 | 35 | 419 |
| 7:30 AM | 7 | 160 | 23 | 104 | 81 | 23 | 24 | 130 | 12 | 96 | 33 | 44 | 737 |
| 7:45 AM | 11 | 179 | 29 | 94 | 57 | 31 | 43 | 112 | 45 | 36 | 62 | 39 | 738 |
| 8:00 AM | 13 | 178 | 29 | 75 | 41 | 9 | 16 | 52 | 13 | 37 | 30 | 44 | 537 |
| 8:15 AM | 4 | 152 | 13 | 109 | 33 | 14 | 17 | 78 | 25 | 24 | 22 | 48 | 539 |
| 8:30 AM | 3 | 160 | 10 | 86 | 21 | 14 | 25 | 63 | 18 | 24 | 14 | 35 | 473 |
| 8:45 AM | 1 | 153 | 6 | 67 | 19 | 12 | 19 | 75 | 20 | 21 | 2 | 50 | 445 |
| TOTAL VOLUMES: | 47 | 1160 | 125 | 679 | 296 | 117 | 162 | 650 | 157 | 288 | 175 | 324 | 4180 |

AM Peak Hr Begins at: 730 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|-----|----|-----|-----|----|-----|-----|----|-----|-----|-----|-------|
| PEAK VOLUMES: | 35 | 669 | 94 | 382 | 212 | 77 | 100 | 372 | 95 | 193 | 147 | 175 | 2551 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.907 | 0.806 | 0.709 | 0.744 | 0.864 |
|-----------------|-------|-------|-------|-------|-------|

| | Jeffrey Road Southbound | | | Long Meadow Westbound | | | Jeffrey Road Northbound | | | Bryan Avenue Eastbound | | | TOTAL |
|----------------|-------------------------|------|-----|-----------------------|-----|-----|-------------------------|------|-----|------------------------|-----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 15 | 96 | 20 | 22 | 24 | 12 | 38 | 155 | 47 | 12 | 30 | 24 | 495 |
| 4:15 PM | 10 | 90 | 10 | 36 | 37 | 12 | 41 | 151 | 58 | 11 | 31 | 36 | 523 |
| 4:30 PM | 8 | 124 | 15 | 31 | 37 | 7 | 80 | 128 | 65 | 14 | 27 | 27 | 563 |
| 4:45 PM | 3 | 106 | 21 | 44 | 39 | 13 | 43 | 132 | 72 | 11 | 43 | 23 | 550 |
| 5:00 PM | 13 | 111 | 26 | 39 | 23 | 6 | 49 | 176 | 61 | 20 | 24 | 19 | 567 |
| 5:15 PM | 9 | 113 | 16 | 36 | 29 | 10 | 65 | 210 | 90 | 23 | 43 | 33 | 677 |
| 5:30 PM | 10 | 109 | 32 | 45 | 38 | 16 | 67 | 188 | 86 | 14 | 33 | 30 | 668 |
| 5:45 PM | 14 | 98 | 39 | 44 | 42 | 16 | 76 | 200 | 106 | 22 | 45 | 20 | 722 |
| 6:00 PM | 22 | 99 | 15 | 38 | 35 | 5 | 70 | 179 | 119 | 12 | 69 | 26 | 689 |
| 6:15 PM | 5 | 70 | 24 | 56 | 32 | 16 | 48 | 143 | 123 | 17 | 48 | 43 | 625 |
| TOTAL VOLUMES: | 109 | 1016 | 218 | 391 | 336 | 113 | 577 | 1662 | 827 | 156 | 393 | 281 | 6079 |

PM Peak Hr Begins at: 515 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|-----|-----|-----|-----|----|-----|-----|-----|----|-----|-----|-------|
| PEAK VOLUMES: | 55 | 419 | 102 | 163 | 144 | 47 | 278 | 777 | 401 | 71 | 190 | 109 | 2756 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.954 | 0.868 | 0.953 | 0.864 | 0.954 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: Jeffrey Road
 E/W: Bryan Avenue
 Contol: Signalized



ITAM: 284
 Date: 3/7/2012
 Day: Wednesday

| | Jeffrey Road Southbound | | | Long Meadow Westbound | | | Jeffrey Road Northbound | | | Bryan Avenue Eastbound | | | TOTAL |
|----------------|-------------------------|------|-----|-----------------------|-----|-----|-------------------------|-----|-----|------------------------|-----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 2 | 77 | 2 | 59 | 15 | 3 | 9 | 48 | 10 | 15 | 7 | 43 | 290 |
| 7:15 AM | 5 | 112 | 13 | 72 | 24 | 11 | 10 | 66 | 14 | 18 | 22 | 40 | 407 |
| 7:30 AM | 5 | 133 | 19 | 111 | 104 | 12 | 30 | 72 | 16 | 29 | 27 | 51 | 609 |
| 7:45 AM | 3 | 149 | 20 | 138 | 58 | 21 | 31 | 81 | 39 | 46 | 59 | 40 | 685 |
| 8:00 AM | 14 | 141 | 16 | 105 | 58 | 30 | 22 | 84 | 38 | 51 | 48 | 47 | 654 |
| 8:15 AM | 10 | 159 | 16 | 91 | 24 | 16 | 23 | 96 | 16 | 64 | 21 | 44 | 580 |
| 8:30 AM | 10 | 169 | 20 | 93 | 30 | 30 | 21 | 123 | 11 | 95 | 16 | 35 | 653 |
| 8:45 AM | 14 | 163 | 24 | 73 | 39 | 10 | 21 | 72 | 27 | 23 | 10 | 52 | 528 |
| TOTAL VOLUMES: | 63 | 1103 | 130 | 742 | 352 | 133 | 167 | 642 | 171 | 341 | 210 | 352 | 4406 |

AM Peak Hr Begins at: 745 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|-----|----|-----|-----|----|----|-----|-----|-----|-----|-----|-------|
| PEAK VOLUMES: | 37 | 618 | 72 | 427 | 170 | 97 | 97 | 384 | 104 | 256 | 144 | 166 | 2572 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.913 | 0.800 | 0.944 | 0.969 | 0.939 |
|-----------------|-------|-------|-------|-------|-------|

| | Jeffrey Road Southbound | | | Long Meadow Westbound | | | Jeffrey Road Northbound | | | Bryan Avenue Eastbound | | | TOTAL |
|----------------|-------------------------|------|-----|-----------------------|-----|-----|-------------------------|------|-----|------------------------|-----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 17 | 110 | 26 | 29 | 31 | 8 | 54 | 153 | 49 | 14 | 22 | 27 | 540 |
| 4:15 PM | 5 | 127 | 18 | 28 | 27 | 9 | 52 | 155 | 46 | 14 | 28 | 18 | 527 |
| 4:30 PM | 11 | 97 | 21 | 20 | 22 | 4 | 47 | 210 | 73 | 17 | 36 | 33 | 591 |
| 4:45 PM | 9 | 92 | 18 | 28 | 31 | 10 | 82 | 208 | 67 | 20 | 29 | 23 | 617 |
| 5:00 PM | 17 | 96 | 20 | 39 | 29 | 11 | 66 | 177 | 70 | 12 | 33 | 17 | 587 |
| 5:15 PM | 18 | 115 | 32 | 35 | 28 | 16 | 105 | 226 | 81 | 28 | 47 | 30 | 761 |
| 5:30 PM | 23 | 116 | 28 | 35 | 32 | 14 | 78 | 246 | 104 | 17 | 39 | 19 | 751 |
| 5:45 PM | 10 | 99 | 28 | 50 | 52 | 27 | 60 | 172 | 83 | 26 | 40 | 25 | 672 |
| 6:00 PM | 16 | 97 | 12 | 42 | 38 | 10 | 49 | 164 | 115 | 22 | 37 | 25 | 627 |
| 6:15 PM | 13 | 103 | 23 | 39 | 33 | 14 | 62 | 166 | 122 | 10 | 32 | 26 | 643 |
| TOTAL VOLUMES: | 139 | 1052 | 226 | 345 | 323 | 123 | 655 | 1877 | 810 | 180 | 343 | 243 | 6316 |

PM Peak Hr Begins at: 515 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|-----|-----|-----|-----|----|-----|-----|-----|----|-----|----|-------|
| PEAK VOLUMES: | 67 | 427 | 100 | 162 | 150 | 67 | 292 | 808 | 383 | 93 | 163 | 99 | 2811 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.889 | 0.734 | 0.866 | 0.845 | 0.923 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: Jeffrey Road
 E/W: Trabuco Road
 Contol: Signalized



ITAM: 285
 Date: 3/6/2012
 Day: Tuesday

| | Jeffrey Road Southbound | | | Trabuco Road Westbound | | | Jeffrey Road Northbound | | | Trabuco Road Eastbound | | | TOTAL |
|-----------------------|-------------------------|------|-----|------------------------|-----|----|-------------------------|-----|-----|------------------------|-----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 13 | 170 | 10 | 33 | 17 | 4 | 8 | 68 | 16 | 13 | 18 | 18 | 388 |
| 7:15 AM | 9 | 201 | 18 | 39 | 23 | 1 | 17 | 91 | 21 | 18 | 16 | 27 | 481 |
| 7:30 AM | 11 | 289 | 47 | 58 | 52 | 9 | 19 | 113 | 18 | 43 | 26 | 43 | 728 |
| 7:45 AM | 7 | 261 | 53 | 43 | 77 | 3 | 25 | 166 | 23 | 47 | 56 | 41 | 802 |
| 8:00 AM | 13 | 318 | 57 | 58 | 58 | 2 | 32 | 103 | 15 | 32 | 45 | 37 | 770 |
| 8:15 AM | 8 | 303 | 31 | 50 | 24 | 4 | 17 | 96 | 19 | 38 | 30 | 38 | 658 |
| 8:30 AM | 9 | 276 | 33 | 53 | 33 | 5 | 10 | 89 | 22 | 18 | 18 | 28 | 594 |
| 8:45 AM | 14 | 281 | 20 | 56 | 50 | 5 | 26 | 106 | 17 | 20 | 21 | 37 | 653 |
| TOTAL VOLUMES: | 84 | 2099 | 269 | 390 | 334 | 33 | 154 | 832 | 151 | 229 | 230 | 269 | 5074 |

AM Peak Hr Begins at: 730 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|----------------------|----|------|-----|-----|-----|----|----|-----|----|-----|-----|-----|-------|
| PEAK VOLUMES: | 39 | 1171 | 188 | 209 | 211 | 18 | 93 | 478 | 75 | 160 | 157 | 159 | 2958 |

| | | | | | |
|------------------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.901 | 0.890 | 0.755 | 0.826 | 0.922 |
|------------------------|-------|-------|-------|-------|-------|

| | Jeffrey Road Southbound | | | Trabuco Road Westbound | | | Jeffrey Road Northbound | | | Trabuco Road Eastbound | | | TOTAL |
|-----------------------|-------------------------|------|-----|------------------------|-----|-----|-------------------------|------|-----|------------------------|-----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 4 | 141 | 15 | 28 | 36 | 13 | 20 | 210 | 30 | 34 | 34 | 20 | 585 |
| 4:15 PM | 4 | 159 | 15 | 22 | 28 | 13 | 23 | 229 | 32 | 36 | 29 | 23 | 613 |
| 4:30 PM | 3 | 156 | 16 | 21 | 31 | 10 | 26 | 234 | 27 | 26 | 21 | 21 | 592 |
| 4:45 PM | 7 | 181 | 16 | 29 | 38 | 8 | 27 | 216 | 34 | 36 | 31 | 24 | 647 |
| 5:00 PM | 3 | 150 | 27 | 30 | 35 | 11 | 24 | 278 | 46 | 31 | 35 | 35 | 705 |
| 5:15 PM | 3 | 151 | 17 | 39 | 47 | 16 | 44 | 334 | 65 | 43 | 38 | 27 | 824 |
| 5:30 PM | 2 | 213 | 13 | 35 | 32 | 10 | 40 | 335 | 64 | 44 | 34 | 38 | 860 |
| 5:45 PM | 5 | 129 | 29 | 30 | 32 | 13 | 43 | 355 | 63 | 51 | 32 | 27 | 809 |
| 6:00 PM | 4 | 165 | 16 | 29 | 31 | 17 | 32 | 309 | 74 | 58 | 37 | 27 | 799 |
| 6:15 PM | 2 | 152 | 23 | 25 | 26 | 9 | 35 | 289 | 61 | 44 | 36 | 16 | 718 |
| TOTAL VOLUMES: | 37 | 1597 | 187 | 288 | 336 | 120 | 314 | 2789 | 496 | 403 | 327 | 258 | 7152 |

PM Peak Hr Begins at: 515 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|----------------------|----|-----|----|-----|-----|----|-----|------|-----|-----|-----|-----|-------|
| PEAK VOLUMES: | 14 | 658 | 75 | 133 | 142 | 56 | 159 | 1333 | 266 | 196 | 141 | 119 | 3292 |

| | | | | | |
|------------------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.819 | 0.811 | 0.953 | 0.934 | 0.957 |
|------------------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: Jeffrey Road
 E/W: Trabuco Road
 Contol: Signalized



ITAM: 285
 Date: 3/7/2012
 Day: Wednesday

| | Jeffrey Road Southbound | | | Trabuco Road Westbound | | | Jeffrey Road Northbound | | | Trabuco Road Eastbound | | | TOTAL |
|----------------|-------------------------|------|-----|------------------------|-----|----|-------------------------|-----|-----|------------------------|-----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 7 | 183 | 5 | 30 | 12 | 6 | 10 | 60 | 12 | 12 | 15 | 17 | 369 |
| 7:15 AM | 5 | 229 | 19 | 39 | 35 | 4 | 9 | 87 | 19 | 17 | 8 | 26 | 497 |
| 7:30 AM | 13 | 277 | 43 | 54 | 64 | 4 | 19 | 96 | 18 | 21 | 18 | 42 | 669 |
| 7:45 AM | 7 | 289 | 53 | 50 | 69 | 1 | 23 | 136 | 34 | 34 | 43 | 43 | 782 |
| 8:00 AM | 8 | 294 | 54 | 74 | 44 | 6 | 22 | 115 | 17 | 33 | 41 | 36 | 744 |
| 8:15 AM | 4 | 268 | 29 | 42 | 27 | 3 | 19 | 108 | 15 | 27 | 30 | 46 | 618 |
| 8:30 AM | 11 | 277 | 40 | 59 | 34 | 5 | 19 | 113 | 17 | 40 | 21 | 32 | 668 |
| 8:45 AM | 13 | 283 | 30 | 52 | 33 | 2 | 17 | 110 | 9 | 17 | 15 | 21 | 602 |
| TOTAL VOLUMES: | 68 | 2100 | 273 | 400 | 318 | 31 | 138 | 825 | 141 | 201 | 191 | 263 | 4949 |

AM Peak Hr Begins at: 730 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|------|-----|-----|-----|----|----|-----|----|-----|-----|-----|-------|
| PEAK VOLUMES: | 32 | 1128 | 179 | 220 | 204 | 14 | 83 | 455 | 84 | 115 | 132 | 167 | 2813 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.940 | 0.883 | 0.806 | 0.863 | 0.899 |
|-----------------|-------|-------|-------|-------|-------|

| | Jeffrey Road Southbound | | | Trabuco Road Westbound | | | Jeffrey Road Northbound | | | Trabuco Road Eastbound | | | TOTAL |
|----------------|-------------------------|------|-----|------------------------|-----|-----|-------------------------|------|-----|------------------------|-----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 3 | 156 | 24 | 24 | 23 | 11 | 32 | 230 | 26 | 35 | 28 | 20 | 612 |
| 4:15 PM | 2 | 193 | 18 | 29 | 26 | 11 | 31 | 226 | 32 | 32 | 23 | 26 | 649 |
| 4:30 PM | 4 | 139 | 16 | 21 | 23 | 9 | 35 | 302 | 48 | 35 | 26 | 20 | 678 |
| 4:45 PM | 4 | 156 | 16 | 19 | 31 | 13 | 45 | 306 | 24 | 30 | 20 | 32 | 696 |
| 5:00 PM | 4 | 146 | 13 | 29 | 30 | 9 | 47 | 287 | 52 | 45 | 38 | 30 | 730 |
| 5:15 PM | 3 | 163 | 18 | 35 | 46 | 12 | 44 | 403 | 45 | 49 | 27 | 40 | 885 |
| 5:30 PM | 1 | 184 | 17 | 31 | 34 | 9 | 33 | 394 | 64 | 45 | 33 | 37 | 882 |
| 5:45 PM | 3 | 176 | 29 | 34 | 23 | 14 | 60 | 308 | 69 | 50 | 44 | 15 | 825 |
| 6:00 PM | 2 | 173 | 21 | 46 | 32 | 13 | 34 | 314 | 65 | 38 | 23 | 20 | 781 |
| 6:15 PM | 1 | 174 | 16 | 28 | 27 | 11 | 30 | 356 | 69 | 55 | 39 | 18 | 824 |
| TOTAL VOLUMES: | 27 | 1660 | 188 | 296 | 295 | 112 | 391 | 3126 | 494 | 414 | 301 | 258 | 7562 |

PM Peak Hr Begins at: 515 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|-----|----|-----|-----|----|-----|------|-----|-----|-----|-----|-------|
| PEAK VOLUMES: | 9 | 696 | 85 | 146 | 135 | 48 | 171 | 1419 | 243 | 182 | 127 | 112 | 3373 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.950 | 0.884 | 0.931 | 0.907 | 0.953 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: Sand Canyon Avenue
 E/W: Portola Parkway
 Contol: Signalized



ITAM: 300
 Date: 3/22/2012
 Day: Thursday

| | Sand Canyon Avenue Southbound | | | Portola Parkway Westbound | | | Sand Canyon Avenue Northbound | | | Portola Parkway Eastbound | | | TOTAL |
|----------------|-------------------------------|----|----|---------------------------|-----|----|-------------------------------|----|-----|---------------------------|-----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 0 | 0 | 0 | 56 | 39 | 0 | 25 | 0 | 48 | 0 | 36 | 41 | 245 |
| 7:15 AM | 0 | 0 | 0 | 100 | 68 | 0 | 49 | 0 | 35 | 0 | 18 | 75 | 345 |
| 7:30 AM | 0 | 0 | 0 | 98 | 109 | 0 | 42 | 0 | 40 | 0 | 19 | 56 | 364 |
| 7:45 AM | 0 | 0 | 0 | 102 | 61 | 0 | 29 | 0 | 49 | 0 | 50 | 77 | 368 |
| 8:00 AM | 0 | 0 | 0 | 145 | 64 | 0 | 18 | 0 | 65 | 0 | 52 | 77 | 421 |
| 8:15 AM | 0 | 0 | 0 | 101 | 59 | 0 | 16 | 0 | 64 | 0 | 41 | 83 | 364 |
| 8:30 AM | 0 | 0 | 0 | 84 | 41 | 0 | 22 | 0 | 53 | 0 | 34 | 65 | 299 |
| 8:45 AM | 0 | 0 | 0 | 97 | 34 | 0 | 22 | 0 | 30 | 0 | 34 | 50 | 267 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 783 | 475 | 0 | 223 | 0 | 384 | 0 | 284 | 524 | 2673 |

AM Peak Hr Begins at: 730 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|----|----|-----|-----|----|-----|----|-----|----|-----|-----|-------|
| PEAK VOLUMES: | 0 | 0 | 0 | 446 | 293 | 0 | 105 | 0 | 218 | 0 | 162 | 293 | 1517 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.000 | 0.884 | 0.973 | 0.882 | 0.901 |
|-----------------|-------|-------|-------|-------|-------|

| | Sand Canyon Avenue Southbound | | | Portola Parkway Westbound | | | Sand Canyon Avenue Northbound | | | Portola Parkway Eastbound | | | TOTAL |
|----------------|-------------------------------|----|----|---------------------------|-----|----|-------------------------------|----|-----|---------------------------|-----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 0 | 0 | 0 | 34 | 22 | 0 | 87 | 0 | 38 | 0 | 32 | 6 | 219 |
| 4:15 PM | 0 | 0 | 0 | 34 | 22 | 0 | 101 | 0 | 50 | 0 | 32 | 6 | 245 |
| 4:30 PM | 0 | 0 | 0 | 31 | 35 | 0 | 91 | 0 | 41 | 0 | 40 | 18 | 256 |
| 4:45 PM | 0 | 0 | 0 | 33 | 26 | 0 | 99 | 0 | 45 | 0 | 35 | 9 | 247 |
| 5:00 PM | 0 | 0 | 0 | 52 | 49 | 0 | 98 | 0 | 85 | 0 | 54 | 12 | 350 |
| 5:15 PM | 0 | 0 | 0 | 48 | 47 | 0 | 155 | 0 | 78 | 0 | 62 | 19 | 409 |
| 5:30 PM | 0 | 0 | 0 | 37 | 54 | 0 | 155 | 0 | 79 | 0 | 71 | 20 | 416 |
| 5:45 PM | 0 | 0 | 0 | 44 | 44 | 0 | 92 | 0 | 74 | 0 | 52 | 14 | 320 |
| 6:00 PM | 0 | 0 | 0 | 39 | 52 | 0 | 55 | 0 | 89 | 0 | 30 | 16 | 281 |
| 6:15 PM | 0 | 0 | 0 | 38 | 31 | 0 | 56 | 0 | 77 | 0 | 40 | 15 | 257 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 390 | 382 | 0 | 989 | 0 | 656 | 0 | 448 | 135 | 3000 |

PM Peak Hr Begins at: 500 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|----|----|-----|-----|----|-----|----|-----|----|-----|----|-------|
| PEAK VOLUMES: | 0 | 0 | 0 | 181 | 194 | 0 | 500 | 0 | 316 | 0 | 239 | 65 | 1495 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.000 | 0.928 | 0.872 | 0.835 | 0.898 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: Sand Canyon Avenue
 E/W: Portola Parkway
 Contol: Signalized



ITAM: 300
 Date: 3/27/2012
 Day: Tuesday

| | Sand Canyon Avenue Southbound | | | Portola Parkway Westbound | | | Sand Canyon Avenue Northbound | | | Portola Parkway Eastbound | | | TOTAL |
|----------------|-------------------------------|----|----|---------------------------|-----|----|-------------------------------|----|-----|---------------------------|-----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 0 | 0 | 0 | 72 | 39 | 0 | 33 | 0 | 49 | 0 | 25 | 41 | 259 |
| 7:15 AM | 0 | 0 | 0 | 77 | 72 | 1 | 54 | 0 | 43 | 0 | 28 | 86 | 361 |
| 7:30 AM | 0 | 0 | 0 | 90 | 110 | 0 | 50 | 0 | 35 | 0 | 31 | 59 | 375 |
| 7:45 AM | 0 | 0 | 0 | 104 | 88 | 0 | 23 | 0 | 41 | 0 | 49 | 85 | 390 |
| 8:00 AM | 0 | 0 | 0 | 143 | 68 | 0 | 16 | 3 | 45 | 0 | 57 | 79 | 411 |
| 8:15 AM | 0 | 0 | 0 | 112 | 51 | 0 | 26 | 0 | 52 | 0 | 36 | 75 | 352 |
| 8:30 AM | 0 | 0 | 0 | 88 | 47 | 0 | 20 | 0 | 64 | 0 | 44 | 54 | 317 |
| 8:45 AM | 0 | 0 | 0 | 83 | 36 | 0 | 22 | 0 | 41 | 0 | 30 | 69 | 281 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 769 | 511 | 1 | 244 | 3 | 370 | 0 | 300 | 548 | 2746 |

AM Peak Hr Begins at: 715 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|----|----|-----|-----|----|-----|----|-----|----|-----|-----|-------|
| PEAK VOLUMES: | 0 | 0 | 0 | 414 | 338 | 1 | 143 | 3 | 164 | 0 | 165 | 309 | 1537 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.000 | 0.892 | 0.799 | 0.871 | 0.935 |
|-----------------|-------|-------|-------|-------|-------|

| | Sand Canyon Avenue Southbound | | | Portola Parkway Westbound | | | Sand Canyon Avenue Northbound | | | Portola Parkway Eastbound | | | TOTAL |
|----------------|-------------------------------|----|----|---------------------------|-----|----|-------------------------------|----|-----|---------------------------|-----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 0 | 0 | 0 | 43 | 35 | 0 | 54 | 0 | 53 | 0 | 39 | 22 | 246 |
| 4:15 PM | 0 | 0 | 0 | 38 | 32 | 0 | 62 | 0 | 59 | 0 | 30 | 30 | 251 |
| 4:30 PM | 0 | 0 | 0 | 31 | 35 | 0 | 68 | 0 | 77 | 0 | 17 | 16 | 244 |
| 4:45 PM | 0 | 0 | 0 | 42 | 44 | 0 | 63 | 0 | 73 | 0 | 44 | 16 | 282 |
| 5:00 PM | 0 | 0 | 0 | 36 | 64 | 0 | 84 | 0 | 64 | 0 | 45 | 19 | 312 |
| 5:15 PM | 0 | 0 | 0 | 39 | 56 | 0 | 98 | 0 | 83 | 0 | 54 | 26 | 356 |
| 5:30 PM | 0 | 0 | 0 | 52 | 43 | 0 | 81 | 0 | 86 | 0 | 59 | 13 | 334 |
| 5:45 PM | 0 | 0 | 0 | 46 | 53 | 0 | 72 | 0 | 83 | 0 | 45 | 7 | 306 |
| 6:00 PM | 0 | 0 | 0 | 41 | 43 | 0 | 40 | 0 | 114 | 0 | 45 | 23 | 306 |
| 6:15 PM | 0 | 0 | 0 | 22 | 34 | 0 | 75 | 0 | 101 | 0 | 48 | 23 | 303 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 390 | 439 | 0 | 697 | 0 | 793 | 0 | 426 | 195 | 2940 |

PM Peak Hr Begins at: 500 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|----|----|-----|-----|----|-----|----|-----|----|-----|----|-------|
| PEAK VOLUMES: | 0 | 0 | 0 | 173 | 216 | 0 | 335 | 0 | 316 | 0 | 203 | 65 | 1308 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.000 | 0.973 | 0.899 | 0.838 | 0.919 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: Sand Canyon Avenue
 E/W: Irvine Boulevard
 Contol: Signalized



ITAM: 301
 Date: 3/22/2012
 Day: Thursday

| | Sand Canyon Avenue Southbound | | | Irvine Boulevard Westbound | | | Sand Canyon Avenue Northbound | | | Irvine Boulevard Eastbound | | | TOTAL |
|----------------|-------------------------------|------|-----|----------------------------|------|-----|-------------------------------|-----|-----|----------------------------|------|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 41 | 111 | 33 | 62 | 185 | 28 | 24 | 76 | 29 | 28 | 109 | 33 | 759 |
| 7:15 AM | 41 | 123 | 38 | 95 | 204 | 34 | 19 | 75 | 31 | 18 | 198 | 31 | 907 |
| 7:30 AM | 53 | 165 | 29 | 83 | 228 | 17 | 26 | 56 | 44 | 17 | 254 | 42 | 1014 |
| 7:45 AM | 78 | 169 | 31 | 101 | 220 | 31 | 18 | 80 | 48 | 25 | 220 | 58 | 1079 |
| 8:00 AM | 93 | 164 | 26 | 81 | 181 | 18 | 44 | 65 | 51 | 22 | 190 | 51 | 986 |
| 8:15 AM | 75 | 117 | 18 | 97 | 188 | 13 | 19 | 49 | 46 | 17 | 177 | 56 | 872 |
| 8:30 AM | 67 | 126 | 16 | 76 | 146 | 15 | 19 | 41 | 53 | 17 | 178 | 49 | 803 |
| 8:45 AM | 55 | 87 | 17 | 58 | 113 | 28 | 27 | 38 | 87 | 15 | 143 | 43 | 711 |
| TOTAL VOLUMES: | 503 | 1062 | 208 | 653 | 1465 | 184 | 196 | 480 | 389 | 159 | 1469 | 363 | 7131 |

AM Peak Hr Begins at: 715 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|-----|-----|-------|
| PEAK VOLUMES: | 265 | 621 | 124 | 360 | 833 | 100 | 107 | 276 | 174 | 82 | 862 | 182 | 3986 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.892 | 0.918 | 0.870 | 0.899 | 0.924 |
|-----------------|-------|-------|-------|-------|-------|

| | Sand Canyon Avenue Southbound | | | Irvine Boulevard Westbound | | | Sand Canyon Avenue Northbound | | | Irvine Boulevard Eastbound | | | TOTAL |
|----------------|-------------------------------|-----|-----|----------------------------|------|-----|-------------------------------|------|-----|----------------------------|------|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 16 | 56 | 24 | 36 | 215 | 32 | 72 | 76 | 53 | 17 | 87 | 33 | 717 |
| 4:15 PM | 16 | 48 | 25 | 32 | 266 | 37 | 66 | 110 | 37 | 24 | 89 | 27 | 777 |
| 4:30 PM | 23 | 55 | 23 | 57 | 246 | 32 | 68 | 105 | 77 | 16 | 120 | 28 | 850 |
| 4:45 PM | 10 | 35 | 17 | 52 | 286 | 35 | 86 | 100 | 60 | 31 | 108 | 22 | 842 |
| 5:00 PM | 16 | 56 | 25 | 61 | 292 | 50 | 73 | 128 | 70 | 36 | 126 | 27 | 960 |
| 5:15 PM | 16 | 51 | 21 | 70 | 404 | 57 | 91 | 146 | 70 | 27 | 169 | 37 | 1159 |
| 5:30 PM | 17 | 36 | 12 | 70 | 311 | 54 | 107 | 182 | 77 | 29 | 133 | 31 | 1059 |
| 5:45 PM | 9 | 48 | 12 | 52 | 271 | 31 | 77 | 145 | 55 | 40 | 148 | 18 | 906 |
| 6:00 PM | 13 | 44 | 14 | 70 | 223 | 44 | 46 | 114 | 54 | 25 | 111 | 29 | 787 |
| 6:15 PM | 9 | 37 | 11 | 56 | 251 | 36 | 52 | 84 | 44 | 31 | 130 | 41 | 782 |
| TOTAL VOLUMES: | 145 | 466 | 184 | 556 | 2765 | 408 | 738 | 1190 | 597 | 276 | 1221 | 293 | 8839 |

PM Peak Hr Begins at: 500 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|-----|----|-----|------|-----|-----|-----|-----|-----|-----|-----|-------|
| PEAK VOLUMES: | 58 | 191 | 70 | 253 | 1278 | 192 | 348 | 601 | 272 | 132 | 576 | 113 | 4084 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.822 | 0.811 | 0.834 | 0.881 | 0.881 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: Sand Canyon Avenue
 E/W: Irvine Boulevard
 Contol: Signalized



ITAM: 301
 Date: 3/27/2012
 Day: Tuesday

| | Sand Canyon Avenue Southbound | | | Irvine Boulevard Westbound | | | Sand Canyon Avenue Northbound | | | Irvine Boulevard Eastbound | | | TOTAL |
|----------------|-------------------------------|------|-----|----------------------------|------|-----|-------------------------------|-----|-----|----------------------------|------|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 60 | 140 | 50 | 70 | 209 | 53 | 23 | 90 | 26 | 33 | 112 | 35 | 901 |
| 7:15 AM | 48 | 113 | 39 | 102 | 264 | 16 | 13 | 39 | 30 | 8 | 240 | 48 | 960 |
| 7:30 AM | 69 | 160 | 20 | 95 | 231 | 14 | 37 | 44 | 73 | 30 | 248 | 58 | 1079 |
| 7:45 AM | 43 | 146 | 34 | 136 | 240 | 28 | 17 | 73 | 43 | 34 | 237 | 61 | 1092 |
| 8:00 AM | 113 | 158 | 23 | 54 | 152 | 7 | 55 | 62 | 40 | 22 | 186 | 47 | 919 |
| 8:15 AM | 68 | 119 | 19 | 89 | 186 | 22 | 19 | 52 | 60 | 12 | 175 | 50 | 871 |
| 8:30 AM | 65 | 129 | 26 | 83 | 131 | 27 | 25 | 45 | 47 | 15 | 164 | 39 | 796 |
| 8:45 AM | 35 | 92 | 16 | 49 | 90 | 30 | 23 | 33 | 61 | 20 | 128 | 32 | 609 |
| TOTAL VOLUMES: | 501 | 1057 | 227 | 678 | 1503 | 197 | 212 | 438 | 380 | 174 | 1490 | 370 | 7227 |

AM Peak Hr Begins at: 715 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|-----|-----|-----|-----|-----|----|-----|-----|-----|----|-----|-----|-------|
| PEAK VOLUMES: | 273 | 577 | 116 | 387 | 887 | 65 | 122 | 218 | 186 | 94 | 911 | 214 | 4050 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.821 | 0.829 | 0.838 | 0.907 | 0.927 |
|-----------------|-------|-------|-------|-------|-------|

| | Sand Canyon Avenue Southbound | | | Irvine Boulevard Westbound | | | Sand Canyon Avenue Northbound | | | Irvine Boulevard Eastbound | | | TOTAL |
|----------------|-------------------------------|-----|-----|----------------------------|------|-----|-------------------------------|------|-----|----------------------------|------|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 22 | 71 | 12 | 48 | 204 | 36 | 84 | 83 | 65 | 25 | 101 | 16 | 767 |
| 4:15 PM | 19 | 61 | 21 | 57 | 227 | 40 | 78 | 80 | 51 | 31 | 104 | 24 | 793 |
| 4:30 PM | 13 | 55 | 11 | 34 | 259 | 53 | 65 | 85 | 71 | 32 | 109 | 21 | 808 |
| 4:45 PM | 9 | 48 | 27 | 74 | 274 | 54 | 86 | 95 | 69 | 27 | 109 | 19 | 891 |
| 5:00 PM | 18 | 69 | 15 | 53 | 310 | 66 | 75 | 81 | 79 | 40 | 163 | 32 | 1001 |
| 5:15 PM | 19 | 64 | 24 | 81 | 347 | 57 | 72 | 131 | 76 | 29 | 120 | 26 | 1046 |
| 5:30 PM | 18 | 54 | 16 | 62 | 286 | 56 | 99 | 124 | 68 | 46 | 144 | 22 | 995 |
| 5:45 PM | 8 | 65 | 16 | 74 | 261 | 48 | 78 | 111 | 52 | 30 | 111 | 26 | 880 |
| 6:00 PM | 15 | 56 | 14 | 45 | 226 | 43 | 44 | 115 | 58 | 34 | 146 | 20 | 816 |
| 6:15 PM | 12 | 39 | 9 | 53 | 197 | 51 | 48 | 118 | 67 | 28 | 108 | 33 | 763 |
| TOTAL VOLUMES: | 153 | 582 | 165 | 581 | 2591 | 504 | 729 | 1023 | 656 | 322 | 1215 | 239 | 8760 |

PM Peak Hr Begins at: 445 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|-----|----|-----|------|-----|-----|-----|-----|-----|-----|----|-------|
| PEAK VOLUMES: | 64 | 235 | 82 | 270 | 1217 | 233 | 332 | 431 | 292 | 142 | 536 | 99 | 3933 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.890 | 0.887 | 0.906 | 0.827 | 0.940 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: Sand Canyon Avenue
 E/W: Trabuco Road
 Contol: Signalized



ITAM: 302
 Date: 3/20/2012
 Day: Tuesday

| | Sand Canyon Avenue Southbound | | | Trabuco Road Westbound | | | Sand Canyon Avenue Northbound | | | Trabuco Road Eastbound | | | TOTAL |
|----------------|-------------------------------|------|-----|------------------------|----|----|-------------------------------|-----|----|------------------------|----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 1 | 227 | 24 | 0 | 1 | 0 | 15 | 136 | 3 | 4 | 0 | 26 | 437 |
| 7:15 AM | 2 | 298 | 18 | 1 | 0 | 0 | 19 | 155 | 6 | 11 | 7 | 25 | 542 |
| 7:30 AM | 5 | 379 | 40 | 6 | 1 | 3 | 17 | 118 | 5 | 14 | 1 | 39 | 628 |
| 7:45 AM | 1 | 421 | 37 | 1 | 0 | 3 | 14 | 99 | 1 | 18 | 4 | 52 | 651 |
| 8:00 AM | 6 | 362 | 20 | 1 | 1 | 1 | 13 | 98 | 2 | 17 | 0 | 63 | 584 |
| 8:15 AM | 2 | 379 | 23 | 0 | 1 | 3 | 20 | 104 | 5 | 16 | 0 | 41 | 594 |
| 8:30 AM | 1 | 392 | 23 | 0 | 1 | 2 | 12 | 120 | 5 | 13 | 2 | 44 | 615 |
| 8:45 AM | 1 | 339 | 23 | 4 | 0 | 0 | 7 | 110 | 3 | 16 | 2 | 50 | 555 |
| TOTAL VOLUMES: | 19 | 2797 | 208 | 13 | 5 | 12 | 117 | 940 | 30 | 109 | 16 | 340 | 4606 |

AM Peak Hr Begins at: 730 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|------|-----|----|----|----|----|-----|----|----|----|-----|-------|
| PEAK VOLUMES: | 14 | 1541 | 120 | 8 | 3 | 10 | 64 | 419 | 13 | 65 | 5 | 195 | 2457 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.912 | 0.525 | 0.886 | 0.828 | 0.944 |
|-----------------|-------|-------|-------|-------|-------|

| | Sand Canyon Avenue Southbound | | | Trabuco Road Westbound | | | Sand Canyon Avenue Northbound | | | Trabuco Road Eastbound | | | TOTAL |
|----------------|-------------------------------|------|-----|------------------------|----|----|-------------------------------|------|----|------------------------|----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 0 | 173 | 19 | 2 | 2 | 4 | 29 | 222 | 3 | 15 | 2 | 22 | 493 |
| 4:15 PM | 1 | 110 | 15 | 4 | 3 | 3 | 21 | 236 | 2 | 18 | 1 | 20 | 434 |
| 4:30 PM | 0 | 128 | 11 | 2 | 2 | 4 | 25 | 229 | 0 | 23 | 1 | 13 | 438 |
| 4:45 PM | 2 | 116 | 23 | 4 | 0 | 1 | 30 | 292 | 1 | 23 | 0 | 18 | 510 |
| 5:00 PM | 2 | 133 | 29 | 4 | 0 | 0 | 41 | 300 | 0 | 29 | 0 | 13 | 551 |
| 5:15 PM | 0 | 136 | 16 | 1 | 0 | 3 | 44 | 363 | 0 | 32 | 2 | 13 | 610 |
| 5:30 PM | 0 | 143 | 28 | 3 | 51 | 3 | 27 | 317 | 0 | 43 | 3 | 26 | 644 |
| 5:45 PM | 3 | 133 | 14 | 6 | 0 | 4 | 33 | 370 | 0 | 31 | 0 | 22 | 616 |
| 6:00 PM | 1 | 144 | 20 | 2 | 0 | 1 | 34 | 355 | 2 | 38 | 0 | 13 | 610 |
| 6:15 PM | 0 | 111 | 16 | 0 | 0 | 0 | 28 | 321 | 0 | 28 | 0 | 14 | 518 |
| TOTAL VOLUMES: | 9 | 1327 | 191 | 28 | 58 | 23 | 312 | 3005 | 8 | 280 | 9 | 174 | 5424 |

PM Peak Hr Begins at: 515 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|-----|----|----|----|----|-----|------|----|-----|----|----|-------|
| PEAK VOLUMES: | 4 | 556 | 78 | 12 | 51 | 11 | 138 | 1405 | 2 | 144 | 5 | 74 | 2480 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.933 | 0.325 | 0.949 | 0.774 | 0.963 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: Sand Canyon Avenue
 E/W: Trabuco Road
 Contol: Signalized



ITAM: 302
 Date: 3/21/2012
 Day: Wednesday

| | Sand Canyon Avenue Southbound | | | Trabuco Road Westbound | | | Sand Canyon Avenue Northbound | | | Trabuco Road Eastbound | | | TOTAL |
|----------------|-------------------------------|------|-----|------------------------|----|----|-------------------------------|-----|----|------------------------|----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 2 | 244 | 17 | 0 | 0 | 0 | 19 | 171 | 1 | 8 | 1 | 21 | 484 |
| 7:15 AM | 5 | 328 | 26 | 1 | 3 | 0 | 22 | 123 | 6 | 5 | 1 | 22 | 542 |
| 7:30 AM | 1 | 380 | 38 | 0 | 1 | 0 | 12 | 94 | 0 | 11 | 2 | 40 | 579 |
| 7:45 AM | 3 | 404 | 36 | 3 | 1 | 1 | 13 | 108 | 0 | 15 | 2 | 52 | 638 |
| 8:00 AM | 2 | 344 | 42 | 1 | 0 | 1 | 13 | 108 | 3 | 21 | 0 | 45 | 580 |
| 8:15 AM | 0 | 369 | 29 | 1 | 0 | 3 | 13 | 106 | 5 | 21 | 3 | 43 | 593 |
| 8:30 AM | 1 | 374 | 27 | 4 | 0 | 0 | 17 | 95 | 1 | 19 | 3 | 49 | 590 |
| 8:45 AM | 1 | 347 | 19 | 1 | 1 | 0 | 19 | 112 | 1 | 16 | 2 | 55 | 574 |
| TOTAL VOLUMES: | 15 | 2790 | 234 | 11 | 6 | 5 | 128 | 917 | 17 | 116 | 14 | 327 | 4580 |

AM Peak Hr Begins at: 745 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|------|-----|----|----|----|----|-----|----|----|----|-----|-------|
| PEAK VOLUMES: | 6 | 1491 | 134 | 9 | 1 | 5 | 56 | 417 | 9 | 76 | 8 | 189 | 2401 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.920 | 0.750 | 0.972 | 0.961 | 0.941 |
|-----------------|-------|-------|-------|-------|-------|

| | Sand Canyon Avenue Southbound | | | Trabuco Road Westbound | | | Sand Canyon Avenue Northbound | | | Trabuco Road Eastbound | | | TOTAL |
|----------------|-------------------------------|------|-----|------------------------|----|----|-------------------------------|------|----|------------------------|----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 0 | 115 | 15 | 0 | 0 | 4 | 32 | 197 | 26 | 39 | 0 | 11 | 439 |
| 4:15 PM | 0 | 110 | 21 | 1 | 0 | 3 | 40 | 221 | 2 | 18 | 1 | 21 | 438 |
| 4:30 PM | 0 | 118 | 12 | 0 | 1 | 3 | 29 | 255 | 0 | 22 | 0 | 16 | 456 |
| 4:45 PM | 1 | 122 | 32 | 2 | 0 | 2 | 36 | 296 | 0 | 27 | 1 | 15 | 534 |
| 5:00 PM | 2 | 162 | 23 | 1 | 0 | 2 | 40 | 315 | 1 | 36 | 2 | 24 | 608 |
| 5:15 PM | 3 | 126 | 26 | 3 | 3 | 2 | 50 | 364 | 1 | 28 | 1 | 12 | 619 |
| 5:30 PM | 4 | 133 | 26 | 4 | 2 | 4 | 32 | 352 | 0 | 42 | 0 | 19 | 618 |
| 5:45 PM | 2 | 124 | 27 | 2 | 1 | 5 | 43 | 341 | 1 | 22 | 0 | 12 | 580 |
| 6:00 PM | 2 | 124 | 29 | 3 | 1 | 8 | 39 | 339 | 0 | 35 | 1 | 19 | 600 |
| 6:15 PM | 2 | 100 | 25 | 1 | 1 | 2 | 54 | 320 | 0 | 30 | 0 | 18 | 553 |
| TOTAL VOLUMES: | 16 | 1234 | 236 | 17 | 9 | 35 | 395 | 3000 | 31 | 299 | 6 | 167 | 5445 |

PM Peak Hr Begins at: 500 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|-----|-----|----|----|----|-----|------|----|-----|----|----|-------|
| PEAK VOLUMES: | 11 | 545 | 102 | 10 | 6 | 13 | 165 | 1372 | 3 | 128 | 3 | 67 | 2425 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.880 | 0.725 | 0.928 | 0.798 | 0.979 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: Sand Canyon Avenue
 E/W: I-5 NB Ramps
 Contol: Signalized



ITAM: 303
 Date: 3/20/2012
 Day: Tuesday

| | Sand Canyon Avenue Southbound | | | OCTA Bus Yard Westbound | | | Sand Canyon Avenue Northbound | | | I-5 NB Ramps Eastbound | | | TOTAL |
|----------------|-------------------------------|------|-----|-------------------------|----|----|-------------------------------|-----|----|------------------------|----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 0 | 192 | 62 | 2 | 3 | 1 | 37 | 106 | 2 | 48 | 3 | 52 | 508 |
| 7:15 AM | 0 | 245 | 76 | 0 | 3 | 0 | 32 | 124 | 1 | 43 | 2 | 66 | 592 |
| 7:30 AM | 2 | 371 | 78 | 0 | 0 | 0 | 44 | 110 | 4 | 31 | 6 | 74 | 720 |
| 7:45 AM | 0 | 301 | 86 | 0 | 1 | 0 | 40 | 75 | 1 | 27 | 5 | 121 | 657 |
| 8:00 AM | 0 | 373 | 73 | 1 | 0 | 0 | 37 | 77 | 2 | 27 | 4 | 76 | 670 |
| 8:15 AM | 1 | 372 | 84 | 0 | 1 | 0 | 39 | 97 | 2 | 31 | 8 | 69 | 704 |
| 8:30 AM | 2 | 370 | 60 | 3 | 1 | 0 | 51 | 117 | 3 | 33 | 2 | 88 | 730 |
| 8:45 AM | 0 | 360 | 73 | 2 | 0 | 0 | 56 | 94 | 5 | 30 | 3 | 71 | 694 |
| TOTAL VOLUMES: | 5 | 2584 | 592 | 8 | 9 | 1 | 336 | 800 | 20 | 270 | 33 | 617 | 5275 |

AM Peak Hr Begins at: 800 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|------|-----|----|----|----|-----|-----|----|-----|----|-----|-------|
| PEAK VOLUMES: | 3 | 1475 | 290 | 6 | 2 | 0 | 183 | 385 | 12 | 121 | 17 | 304 | 2798 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.967 | 0.500 | 0.848 | 0.898 | 0.958 |
|-----------------|-------|-------|-------|-------|-------|

| | Sand Canyon Avenue Southbound | | | OCTA Bus Yard Westbound | | | Sand Canyon Avenue Northbound | | | I-5 NB Ramps Eastbound | | | TOTAL |
|----------------|-------------------------------|------|-----|-------------------------|----|----|-------------------------------|------|----|------------------------|----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 2 | 152 | 56 | 5 | 2 | 0 | 156 | 168 | 1 | 77 | 2 | 36 | 657 |
| 4:15 PM | 3 | 112 | 32 | 2 | 2 | 0 | 120 | 186 | 5 | 64 | 0 | 37 | 563 |
| 4:30 PM | 1 | 111 | 34 | 6 | 1 | 0 | 159 | 202 | 0 | 59 | 3 | 28 | 604 |
| 4:45 PM | 0 | 110 | 36 | 3 | 0 | 0 | 154 | 215 | 2 | 92 | 4 | 35 | 651 |
| 5:00 PM | 1 | 108 | 37 | 1 | 0 | 0 | 184 | 243 | 2 | 97 | 3 | 35 | 711 |
| 5:15 PM | 0 | 115 | 36 | 0 | 0 | 0 | 164 | 294 | 7 | 120 | 1 | 38 | 775 |
| 5:30 PM | 0 | 136 | 34 | 0 | 0 | 0 | 146 | 266 | 8 | 93 | 3 | 39 | 725 |
| 5:45 PM | 1 | 129 | 34 | 4 | 0 | 1 | 115 | 293 | 2 | 88 | 7 | 29 | 703 |
| 6:00 PM | 0 | 126 | 33 | 2 | 0 | 0 | 140 | 296 | 5 | 105 | 1 | 27 | 735 |
| 6:15 PM | 2 | 101 | 24 | 0 | 0 | 0 | 126 | 255 | 0 | 88 | 2 | 28 | 626 |
| TOTAL VOLUMES: | 10 | 1200 | 356 | 23 | 5 | 1 | 1464 | 2418 | 32 | 883 | 26 | 332 | 6750 |

PM Peak Hr Begins at: 515 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|-----|-----|----|----|----|-----|------|----|-----|----|-----|-------|
| PEAK VOLUMES: | 1 | 506 | 137 | 6 | 0 | 1 | 565 | 1149 | 22 | 406 | 12 | 133 | 2938 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.947 | 0.350 | 0.933 | 0.866 | 0.948 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: Sand Canyon Avenue
 E/W: I-5 NB Ramps
 Contol: Signalized



ITAM: 303
 Date: 3/21/2012
 Day: Wednesday

| | Sand Canyon Avenue Southbound | | | OCTA Bus Yard Westbound | | | Sand Canyon Avenue Northbound | | | I-5 NB Ramps Eastbound | | | TOTAL |
|----------------|-------------------------------|------|-----|-------------------------|----|----|-------------------------------|-----|----|------------------------|----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 0 | 200 | 89 | 1 | 1 | 0 | 45 | 130 | 4 | 39 | 4 | 59 | 572 |
| 7:15 AM | 0 | 246 | 87 | 0 | 2 | 0 | 29 | 117 | 1 | 44 | 5 | 63 | 594 |
| 7:30 AM | 0 | 351 | 64 | 1 | 0 | 0 | 37 | 81 | 2 | 29 | 3 | 71 | 639 |
| 7:45 AM | 0 | 357 | 73 | 2 | 1 | 0 | 38 | 85 | 2 | 31 | 7 | 104 | 700 |
| 8:00 AM | 1 | 352 | 66 | 3 | 5 | 0 | 38 | 93 | 3 | 29 | 2 | 88 | 680 |
| 8:15 AM | 0 | 352 | 73 | 1 | 0 | 0 | 22 | 88 | 3 | 46 | 6 | 83 | 674 |
| 8:30 AM | 0 | 346 | 76 | 5 | 0 | 1 | 44 | 82 | 5 | 27 | 3 | 88 | 677 |
| 8:45 AM | 0 | 362 | 76 | 1 | 0 | 0 | 48 | 101 | 1 | 33 | 4 | 88 | 714 |
| TOTAL VOLUMES: | 1 | 2566 | 604 | 14 | 9 | 1 | 301 | 777 | 21 | 278 | 34 | 644 | 5250 |

AM Peak Hr Begins at: 800 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|------|-----|----|----|----|-----|-----|----|-----|----|-----|-------|
| PEAK VOLUMES: | 1 | 1412 | 291 | 10 | 5 | 1 | 152 | 364 | 12 | 135 | 15 | 347 | 2745 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.973 | 0.500 | 0.880 | 0.920 | 0.961 |
|-----------------|-------|-------|-------|-------|-------|

| | Sand Canyon Avenue Southbound | | | OCTA Bus Yard Westbound | | | Sand Canyon Avenue Northbound | | | I-5 NB Ramps Eastbound | | | TOTAL |
|----------------|-------------------------------|------|-----|-------------------------|----|----|-------------------------------|------|----|------------------------|----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 0 | 114 | 48 | 5 | 0 | 0 | 162 | 183 | 2 | 56 | 0 | 56 | 626 |
| 4:15 PM | 0 | 99 | 33 | 6 | 3 | 0 | 193 | 199 | 0 | 61 | 1 | 42 | 637 |
| 4:30 PM | 0 | 91 | 31 | 3 | 3 | 1 | 165 | 216 | 0 | 72 | 4 | 23 | 609 |
| 4:45 PM | 0 | 123 | 42 | 3 | 0 | 0 | 185 | 242 | 3 | 74 | 3 | 36 | 711 |
| 5:00 PM | 0 | 128 | 58 | 1 | 0 | 0 | 182 | 252 | 1 | 108 | 1 | 38 | 769 |
| 5:15 PM | 0 | 106 | 35 | 0 | 0 | 0 | 157 | 306 | 11 | 113 | 3 | 34 | 765 |
| 5:30 PM | 0 | 128 | 26 | 1 | 1 | 0 | 123 | 270 | 5 | 109 | 0 | 33 | 696 |
| 5:45 PM | 0 | 121 | 30 | 2 | 0 | 1 | 123 | 274 | 4 | 107 | 4 | 29 | 695 |
| 6:00 PM | 2 | 110 | 26 | 1 | 0 | 0 | 125 | 269 | 2 | 91 | 4 | 31 | 661 |
| 6:15 PM | 0 | 107 | 23 | 0 | 0 | 0 | 108 | 275 | 1 | 98 | 6 | 19 | 637 |
| TOTAL VOLUMES: | 2 | 1127 | 352 | 22 | 7 | 2 | 1523 | 2486 | 29 | 889 | 26 | 341 | 6806 |

PM Peak Hr Begins at: 445 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|-----|-----|----|----|----|-----|------|----|-----|----|-----|-------|
| PEAK VOLUMES: | 0 | 485 | 161 | 5 | 1 | 0 | 647 | 1070 | 20 | 404 | 7 | 141 | 2941 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.868 | 0.500 | 0.916 | 0.920 | 0.956 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: Sand Canyon Avenue
 E/W: Marine Way
 Contol: Signalized



ITAM: 304
 Date: 3/22/2012
 Day: Thursday

| | Sand Canyon Avenue Southbound | | | Marine Way Westbound | | | Sand Canyon Avenue Northbound | | | Marine Way Eastbound | | | TOTAL |
|----------------|-------------------------------|------|----|----------------------|----|-----|-------------------------------|------|-----|----------------------|----|----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 14 | 215 | 0 | 11 | 0 | 12 | 1 | 141 | 24 | 0 | 0 | 0 | 418 |
| 7:15 AM | 10 | 302 | 0 | 7 | 0 | 10 | 0 | 120 | 27 | 0 | 0 | 0 | 476 |
| 7:30 AM | 13 | 402 | 0 | 5 | 0 | 16 | 0 | 124 | 20 | 0 | 0 | 0 | 580 |
| 7:45 AM | 12 | 451 | 0 | 17 | 0 | 7 | 0 | 150 | 23 | 0 | 0 | 0 | 660 |
| 8:00 AM | 28 | 455 | 0 | 10 | 0 | 20 | 0 | 122 | 30 | 0 | 0 | 0 | 665 |
| 8:15 AM | 32 | 417 | 0 | 13 | 0 | 16 | 1 | 128 | 33 | 0 | 0 | 0 | 640 |
| 8:30 AM | 26 | 425 | 0 | 9 | 0 | 6 | 0 | 137 | 39 | 0 | 0 | 0 | 642 |
| 8:45 AM | 21 | 372 | 0 | 18 | 0 | 15 | 0 | 186 | 32 | 0 | 0 | 0 | 644 |
| TOTAL VOLUMES: | 156 | 3039 | 0 | 90 | 0 | 102 | 2 | 1108 | 228 | 0 | 0 | 0 | 4725 |

AM Peak Hr Begins at: 745 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|------|----|----|----|----|----|-----|-----|----|----|----|-------|
| PEAK VOLUMES: | 98 | 1748 | 0 | 49 | 0 | 49 | 1 | 537 | 125 | 0 | 0 | 0 | 2607 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.955 | 0.817 | 0.942 | 0.000 | 0.980 |
|-----------------|-------|-------|-------|-------|-------|

| | Sand Canyon Avenue Southbound | | | Marine Way Westbound | | | Sand Canyon Avenue Northbound | | | Marine Way Eastbound | | | TOTAL |
|----------------|-------------------------------|------|----|----------------------|----|-----|-------------------------------|------|-----|----------------------|----|----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 14 | 176 | 0 | 26 | 0 | 23 | 0 | 328 | 15 | 0 | 0 | 0 | 582 |
| 4:15 PM | 19 | 156 | 0 | 22 | 0 | 15 | 0 | 320 | 18 | 0 | 0 | 0 | 550 |
| 4:30 PM | 21 | 185 | 0 | 18 | 0 | 26 | 0 | 337 | 19 | 0 | 0 | 0 | 606 |
| 4:45 PM | 13 | 184 | 0 | 14 | 0 | 21 | 0 | 326 | 13 | 0 | 0 | 0 | 571 |
| 5:00 PM | 12 | 139 | 0 | 23 | 0 | 48 | 0 | 436 | 14 | 0 | 0 | 0 | 672 |
| 5:15 PM | 11 | 169 | 0 | 26 | 0 | 31 | 0 | 421 | 16 | 0 | 0 | 0 | 674 |
| 5:30 PM | 14 | 174 | 0 | 18 | 0 | 23 | 0 | 390 | 18 | 0 | 0 | 0 | 637 |
| 5:45 PM | 9 | 154 | 0 | 21 | 0 | 18 | 0 | 376 | 9 | 0 | 0 | 0 | 587 |
| 6:00 PM | 10 | 167 | 0 | 15 | 0 | 31 | 0 | 396 | 12 | 0 | 0 | 0 | 631 |
| 6:15 PM | 7 | 145 | 0 | 19 | 0 | 24 | 0 | 381 | 10 | 0 | 0 | 0 | 586 |
| TOTAL VOLUMES: | 130 | 1649 | 0 | 202 | 0 | 260 | 0 | 3711 | 144 | 0 | 0 | 0 | 6096 |

PM Peak Hr Begins at: 500 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|-----|----|----|----|-----|----|------|----|----|----|----|-------|
| PEAK VOLUMES: | 46 | 636 | 0 | 88 | 0 | 120 | 0 | 1623 | 57 | 0 | 0 | 0 | 2570 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.907 | 0.732 | 0.933 | 0.000 | 0.953 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: Sand Canyon Avenue
 E/W: Marine Way
 Contol: Signalized



ITAM: 304
 Date: 3/27/2012
 Day: Tuesday

| | Sand Canyon Avenue Southbound | | | Marine Way Westbound | | | Sand Canyon Avenue Northbound | | | Marine Way Eastbound | | | TOTAL |
|----------------|-------------------------------|------|----|----------------------|----|----|-------------------------------|------|-----|----------------------|----|----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 7 | 216 | 0 | 9 | 0 | 8 | 0 | 151 | 21 | 0 | 0 | 0 | 412 |
| 7:15 AM | 9 | 324 | 0 | 9 | 0 | 14 | 0 | 112 | 26 | 0 | 0 | 0 | 494 |
| 7:30 AM | 10 | 418 | 0 | 17 | 0 | 11 | 0 | 132 | 23 | 0 | 0 | 0 | 611 |
| 7:45 AM | 21 | 454 | 0 | 11 | 0 | 14 | 0 | 127 | 18 | 0 | 0 | 0 | 645 |
| 8:00 AM | 12 | 416 | 0 | 13 | 0 | 16 | 0 | 116 | 31 | 0 | 0 | 0 | 604 |
| 8:15 AM | 21 | 400 | 0 | 5 | 0 | 14 | 0 | 139 | 20 | 0 | 0 | 0 | 599 |
| 8:30 AM | 15 | 326 | 0 | 16 | 0 | 5 | 0 | 147 | 23 | 0 | 0 | 0 | 532 |
| 8:45 AM | 17 | 324 | 0 | 10 | 0 | 8 | 0 | 147 | 18 | 0 | 0 | 0 | 524 |
| TOTAL VOLUMES: | 112 | 2878 | 0 | 90 | 0 | 90 | 0 | 1071 | 180 | 0 | 0 | 0 | 4421 |

AM Peak Hr Begins at: 730 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|------|----|----|----|----|----|-----|----|----|----|----|-------|
| PEAK VOLUMES: | 64 | 1688 | 0 | 46 | 0 | 55 | 0 | 514 | 92 | 0 | 0 | 0 | 2459 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.922 | 0.871 | 0.953 | 0.000 | 0.953 |
|-----------------|-------|-------|-------|-------|-------|

| | Sand Canyon Avenue Southbound | | | Marine Way Westbound | | | Sand Canyon Avenue Northbound | | | Marine Way Eastbound | | | TOTAL |
|----------------|-------------------------------|------|----|----------------------|----|-----|-------------------------------|------|-----|----------------------|----|----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 20 | 146 | 0 | 20 | 0 | 28 | 0 | 331 | 17 | 0 | 0 | 0 | 562 |
| 4:15 PM | 25 | 121 | 0 | 18 | 0 | 13 | 0 | 330 | 18 | 0 | 0 | 0 | 525 |
| 4:30 PM | 19 | 145 | 0 | 19 | 0 | 30 | 0 | 347 | 16 | 0 | 0 | 0 | 576 |
| 4:45 PM | 5 | 137 | 0 | 9 | 0 | 16 | 0 | 351 | 9 | 0 | 0 | 0 | 527 |
| 5:00 PM | 12 | 139 | 0 | 19 | 0 | 54 | 0 | 387 | 8 | 0 | 0 | 0 | 619 |
| 5:15 PM | 6 | 159 | 0 | 21 | 0 | 27 | 0 | 434 | 11 | 0 | 0 | 0 | 658 |
| 5:30 PM | 20 | 124 | 0 | 19 | 0 | 23 | 0 | 400 | 23 | 0 | 0 | 0 | 609 |
| 5:45 PM | 6 | 154 | 0 | 15 | 0 | 16 | 0 | 399 | 10 | 0 | 0 | 0 | 600 |
| 6:00 PM | 8 | 167 | 0 | 23 | 0 | 37 | 0 | 416 | 12 | 0 | 0 | 0 | 663 |
| 6:15 PM | 4 | 125 | 0 | 23 | 0 | 20 | 0 | 418 | 6 | 0 | 0 | 0 | 596 |
| TOTAL VOLUMES: | 125 | 1417 | 0 | 186 | 0 | 264 | 0 | 3813 | 130 | 0 | 0 | 0 | 5935 |

PM Peak Hr Begins at: 515 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|-----|----|----|----|-----|----|------|----|----|----|----|-------|
| PEAK VOLUMES: | 40 | 604 | 0 | 78 | 0 | 103 | 0 | 1649 | 56 | 0 | 0 | 0 | 2530 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.920 | 0.754 | 0.958 | 0.000 | 0.954 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: Sand Canyon Avenue
 E/W: I-5 SB Ramps
 Contol: Signalized



ITAM: 305
 Date: 3/22/2012
 Day: Thursday

| | Sand Canyon Avenue Southbound | | | I-5 SB Ramps Westbound | | | Sand Canyon Avenue Northbound | | | I-5 SB Ramps Eastbound | | | TOTAL |
|----------------|-------------------------------|------|----|------------------------|----|----|-------------------------------|-----|-----|------------------------|----|------|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 51 | 185 | 0 | 0 | 0 | 0 | 0 | 87 | 12 | 71 | 1 | 173 | 580 |
| 7:15 AM | 73 | 236 | 0 | 0 | 0 | 0 | 0 | 83 | 19 | 73 | 0 | 187 | 671 |
| 7:30 AM | 101 | 303 | 0 | 0 | 0 | 0 | 0 | 77 | 24 | 48 | 0 | 211 | 764 |
| 7:45 AM | 84 | 365 | 0 | 0 | 0 | 0 | 0 | 97 | 22 | 70 | 0 | 204 | 842 |
| 8:00 AM | 130 | 343 | 0 | 0 | 0 | 0 | 0 | 94 | 13 | 58 | 1 | 170 | 809 |
| 8:15 AM | 111 | 291 | 0 | 0 | 0 | 0 | 0 | 93 | 16 | 64 | 0 | 199 | 774 |
| 8:30 AM | 120 | 322 | 0 | 0 | 0 | 0 | 0 | 100 | 27 | 71 | 0 | 194 | 834 |
| 8:45 AM | 109 | 283 | 0 | 0 | 0 | 0 | 0 | 128 | 28 | 74 | 2 | 178 | 802 |
| TOTAL VOLUMES: | 779 | 2328 | 0 | 0 | 0 | 0 | 0 | 759 | 161 | 529 | 4 | 1516 | 6076 |

AM Peak Hr Begins at: 745 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|-----|------|----|----|----|----|----|-----|----|-----|----|-----|-------|
| PEAK VOLUMES: | 445 | 1321 | 0 | 0 | 0 | 0 | 0 | 384 | 78 | 263 | 1 | 767 | 3259 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.933 | 0.000 | 0.909 | 0.941 | 0.968 |
|-----------------|-------|-------|-------|-------|-------|

| | Sand Canyon Avenue Southbound | | | I-5 SB Ramps Westbound | | | Sand Canyon Avenue Northbound | | | I-5 SB Ramps Eastbound | | | TOTAL |
|----------------|-------------------------------|------|----|------------------------|----|----|-------------------------------|------|-----|------------------------|----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 77 | 132 | 0 | 0 | 0 | 0 | 0 | 280 | 77 | 64 | 2 | 56 | 688 |
| 4:15 PM | 56 | 123 | 0 | 0 | 0 | 0 | 0 | 275 | 49 | 85 | 3 | 62 | 653 |
| 4:30 PM | 71 | 147 | 0 | 0 | 0 | 0 | 0 | 280 | 63 | 60 | 0 | 64 | 685 |
| 4:45 PM | 57 | 159 | 0 | 0 | 0 | 0 | 0 | 271 | 59 | 69 | 0 | 59 | 674 |
| 5:00 PM | 42 | 118 | 0 | 0 | 0 | 0 | 0 | 392 | 73 | 89 | 5 | 69 | 788 |
| 5:15 PM | 56 | 142 | 0 | 0 | 0 | 0 | 0 | 325 | 83 | 103 | 0 | 65 | 774 |
| 5:30 PM | 59 | 144 | 0 | 0 | 0 | 0 | 0 | 330 | 67 | 113 | 0 | 80 | 793 |
| 5:45 PM | 50 | 128 | 0 | 0 | 0 | 0 | 0 | 273 | 65 | 99 | 0 | 68 | 683 |
| 6:00 PM | 58 | 119 | 0 | 0 | 0 | 0 | 0 | 298 | 53 | 89 | 0 | 66 | 683 |
| 6:15 PM | 45 | 116 | 0 | 0 | 0 | 0 | 0 | 308 | 53 | 87 | 0 | 57 | 666 |
| TOTAL VOLUMES: | 571 | 1328 | 0 | 0 | 0 | 0 | 0 | 3032 | 642 | 858 | 10 | 646 | 7087 |

PM Peak Hr Begins at: 500 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|-----|-----|----|----|----|----|----|------|-----|-----|----|-----|-------|
| PEAK VOLUMES: | 207 | 532 | 0 | 0 | 0 | 0 | 0 | 1320 | 288 | 404 | 5 | 282 | 3038 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.910 | 0.000 | 0.865 | 0.895 | 0.958 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: Sand Canyon Avenue
 E/W: I-5 SB Ramps
 Contol: Signalized



ITAM: 305
 Date: 3/27/2012
 Day: Tuesday

| | Sand Canyon Avenue Southbound | | | I-5 SB Ramps Westbound | | | Sand Canyon Avenue Northbound | | | I-5 SB Ramps Eastbound | | | TOTAL |
|----------------|-------------------------------|------|----|------------------------|----|----|-------------------------------|-----|-----|------------------------|----|------|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 75 | 163 | 0 | 0 | 0 | 0 | 0 | 87 | 19 | 77 | 0 | 201 | 622 |
| 7:15 AM | 73 | 239 | 0 | 0 | 0 | 0 | 0 | 83 | 20 | 64 | 0 | 192 | 671 |
| 7:30 AM | 91 | 310 | 0 | 0 | 0 | 0 | 0 | 89 | 28 | 60 | 0 | 194 | 772 |
| 7:45 AM | 108 | 354 | 0 | 0 | 0 | 0 | 0 | 94 | 16 | 57 | 1 | 223 | 853 |
| 8:00 AM | 122 | 306 | 0 | 0 | 0 | 0 | 0 | 79 | 23 | 64 | 1 | 212 | 807 |
| 8:15 AM | 116 | 311 | 0 | 0 | 0 | 0 | 0 | 101 | 19 | 55 | 0 | 215 | 817 |
| 8:30 AM | 107 | 251 | 0 | 0 | 0 | 0 | 0 | 125 | 18 | 51 | 2 | 201 | 755 |
| 8:45 AM | 86 | 246 | 0 | 0 | 0 | 0 | 0 | 91 | 11 | 59 | 0 | 184 | 677 |
| TOTAL VOLUMES: | 778 | 2180 | 0 | 0 | 0 | 0 | 0 | 749 | 154 | 487 | 4 | 1622 | 5974 |

AM Peak Hr Begins at: 730 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|-----|------|----|----|----|----|----|-----|----|-----|----|-----|-------|
| PEAK VOLUMES: | 437 | 1281 | 0 | 0 | 0 | 0 | 0 | 363 | 86 | 236 | 2 | 844 | 3249 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.930 | 0.000 | 0.935 | 0.963 | 0.952 |
|-----------------|-------|-------|-------|-------|-------|

| | Sand Canyon Avenue Southbound | | | I-5 SB Ramps Westbound | | | Sand Canyon Avenue Northbound | | | I-5 SB Ramps Eastbound | | | TOTAL |
|----------------|-------------------------------|------|----|------------------------|----|----|-------------------------------|------|-----|------------------------|----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 71 | 91 | 0 | 0 | 0 | 0 | 0 | 291 | 59 | 55 | 0 | 73 | 640 |
| 4:15 PM | 51 | 88 | 0 | 0 | 0 | 0 | 0 | 271 | 46 | 67 | 0 | 51 | 574 |
| 4:30 PM | 49 | 106 | 0 | 0 | 0 | 0 | 0 | 280 | 59 | 71 | 0 | 69 | 634 |
| 4:45 PM | 37 | 114 | 0 | 0 | 0 | 0 | 0 | 275 | 74 | 79 | 0 | 56 | 635 |
| 5:00 PM | 41 | 117 | 0 | 0 | 0 | 0 | 0 | 319 | 66 | 80 | 0 | 73 | 696 |
| 5:15 PM | 60 | 125 | 0 | 0 | 0 | 0 | 0 | 337 | 59 | 100 | 0 | 83 | 764 |
| 5:30 PM | 44 | 94 | 0 | 0 | 0 | 0 | 0 | 312 | 69 | 102 | 0 | 71 | 692 |
| 5:45 PM | 61 | 113 | 0 | 0 | 0 | 0 | 0 | 319 | 41 | 101 | 0 | 67 | 702 |
| 6:00 PM | 62 | 125 | 0 | 0 | 0 | 0 | 0 | 328 | 60 | 90 | 0 | 69 | 734 |
| 6:15 PM | 47 | 110 | 0 | 0 | 0 | 0 | 0 | 326 | 46 | 88 | 0 | 68 | 685 |
| TOTAL VOLUMES: | 523 | 1083 | 0 | 0 | 0 | 0 | 0 | 3058 | 579 | 833 | 0 | 680 | 6756 |

PM Peak Hr Begins at: 515 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|-----|-----|----|----|----|----|----|------|-----|-----|----|-----|-------|
| PEAK VOLUMES: | 227 | 457 | 0 | 0 | 0 | 0 | 0 | 1296 | 229 | 393 | 0 | 290 | 2892 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.914 | 0.000 | 0.963 | 0.933 | 0.946 |
|-----------------|-------|-------|-------|-------|-------|

City of Irvine
 N/S: Sand Canyon Avenue
 E/W: Oak Canyon - Laguna Canyon Rd
 Weather: Clear

File Name : 306_IRVSCOCAM
 Site Code : 12104005
 Start Date : 3/29/2012
 Page No : 1

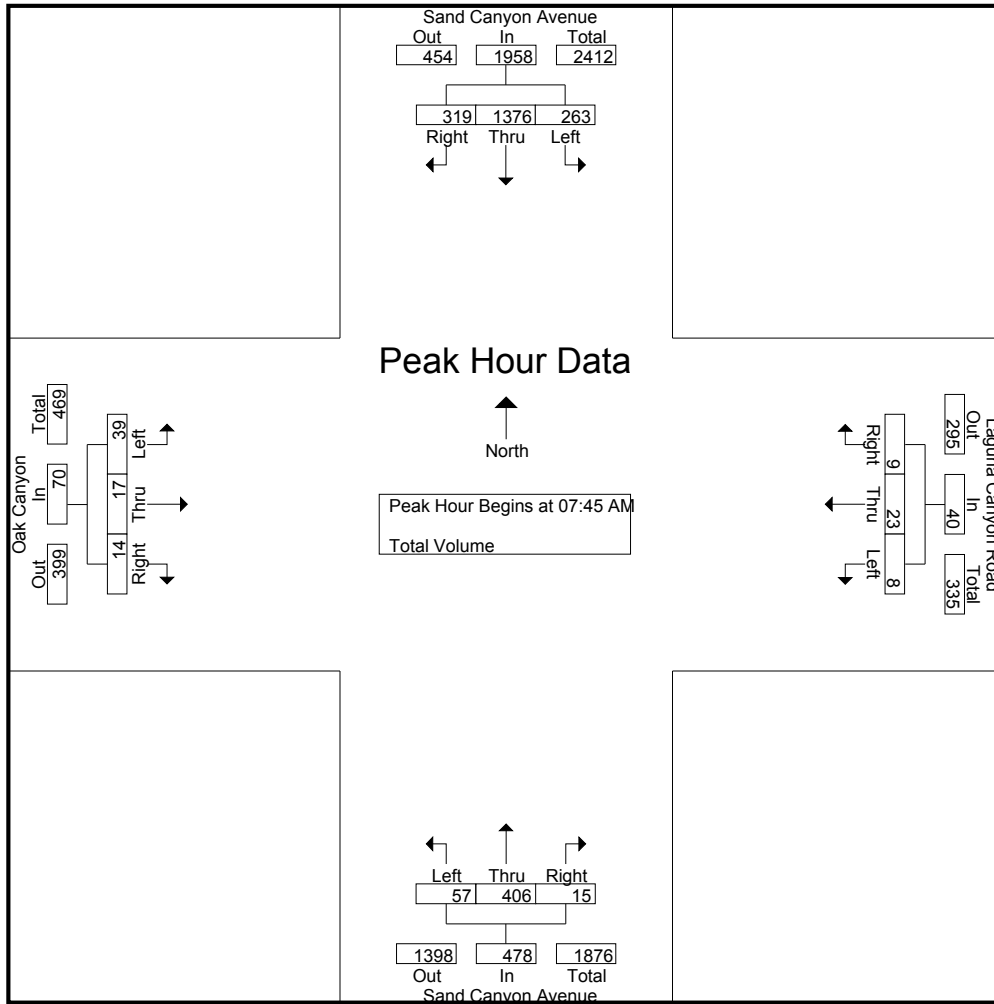
Groups Printed- Total Volume

| Start Time | Sand Canyon Avenue Southbound | | | | Laguna Canyon Road Westbound | | | | Sand Canyon Avenue Northbound | | | | Oak Canyon Eastbound | | | | Int. Total |
|-------------|-------------------------------|------|-------|------------|------------------------------|------|-------|------------|-------------------------------|------|-------|------------|----------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 07:00 AM | 68 | 265 | 71 | 404 | 1 | 1 | 8 | 10 | 13 | 81 | 5 | 99 | 16 | 1 | 1 | 18 | 531 |
| 07:15 AM | 56 | 289 | 75 | 420 | 1 | 4 | 9 | 14 | 15 | 76 | 5 | 96 | 6 | 4 | 1 | 11 | 541 |
| 07:30 AM | 44 | 351 | 65 | 460 | 1 | 12 | 5 | 18 | 17 | 69 | 8 | 94 | 6 | 4 | 2 | 12 | 584 |
| 07:45 AM | 69 | 399 | 89 | 557 | 0 | 7 | 2 | 9 | 18 | 86 | 3 | 107 | 11 | 0 | 3 | 14 | 687 |
| Total | 237 | 1304 | 300 | 1841 | 3 | 24 | 24 | 51 | 63 | 312 | 21 | 396 | 39 | 9 | 7 | 55 | 2343 |
| 08:00 AM | 65 | 323 | 76 | 464 | 3 | 9 | 4 | 16 | 20 | 101 | 7 | 128 | 12 | 7 | 5 | 24 | 632 |
| 08:15 AM | 65 | 331 | 87 | 483 | 1 | 6 | 2 | 9 | 13 | 101 | 5 | 119 | 11 | 7 | 4 | 22 | 633 |
| 08:30 AM | 64 | 323 | 67 | 454 | 4 | 1 | 1 | 6 | 6 | 118 | 0 | 124 | 5 | 3 | 2 | 10 | 594 |
| 08:45 AM | 55 | 314 | 77 | 446 | 5 | 14 | 4 | 23 | 9 | 114 | 3 | 126 | 3 | 4 | 4 | 11 | 606 |
| Total | 249 | 1291 | 307 | 1847 | 13 | 30 | 11 | 54 | 48 | 434 | 15 | 497 | 31 | 21 | 15 | 67 | 2465 |
| Grand Total | 486 | 2595 | 607 | 3688 | 16 | 54 | 35 | 105 | 111 | 746 | 36 | 893 | 70 | 30 | 22 | 122 | 4808 |
| Apprch % | 13.2 | 70.4 | 16.5 | | 15.2 | 51.4 | 33.3 | | 12.4 | 83.5 | 4 | | 57.4 | 24.6 | 18 | | |
| Total % | 10.1 | 54 | 12.6 | 76.7 | 0.3 | 1.1 | 0.7 | 2.2 | 2.3 | 15.5 | 0.7 | 18.6 | 1.5 | 0.6 | 0.5 | 2.5 | |

| Start Time | Sand Canyon Avenue Southbound | | | | Laguna Canyon Road Westbound | | | | Sand Canyon Avenue Northbound | | | | Oak Canyon Eastbound | | | | Int. Total |
|--|-------------------------------|------|-------|------------|------------------------------|------|-------|------------|-------------------------------|------|-------|------------|----------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | |
| 07:45 AM | 69 | 399 | 89 | 557 | 0 | 7 | 2 | 9 | 18 | 86 | 3 | 107 | 11 | 0 | 3 | 14 | 687 |
| 08:00 AM | 65 | 323 | 76 | 464 | 3 | 9 | 4 | 16 | 20 | 101 | 7 | 128 | 12 | 7 | 5 | 24 | 632 |
| 08:15 AM | 65 | 331 | 87 | 483 | 1 | 6 | 2 | 9 | 13 | 101 | 5 | 119 | 11 | 7 | 4 | 22 | 633 |
| 08:30 AM | 64 | 323 | 67 | 454 | 4 | 1 | 1 | 6 | 6 | 118 | 0 | 124 | 5 | 3 | 2 | 10 | 594 |
| Total Volume | 263 | 1376 | 319 | 1958 | 8 | 23 | 9 | 40 | 57 | 406 | 15 | 478 | 39 | 17 | 14 | 70 | 2546 |
| % App. Total | 13.4 | 70.3 | 16.3 | | 20 | 57.5 | 22.5 | | 11.9 | 84.9 | 3.1 | | 55.7 | 24.3 | 20 | | |
| PHF | .953 | .862 | .896 | .879 | .500 | .639 | .563 | .625 | .713 | .860 | .536 | .934 | .813 | .607 | .700 | .729 | .926 |

City of Irvine
 N/S: Sand Canyon Avenue
 E/W: Oak Canyon - Laguna Canyon Rd
 Weather: Clear

File Name : 306_IRVSCOCAM
 Site Code : 12104005
 Start Date : 3/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:15 AM | | | | 08:00 AM | | | | 07:30 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 44 | 351 | 65 | 460 | 1 | 4 | 9 | 14 | 20 | 101 | 7 | 128 | 6 | 4 | 2 | 12 |
| +15 mins. | 69 | 399 | 89 | 557 | 1 | 12 | 5 | 18 | 13 | 101 | 5 | 119 | 11 | 0 | 3 | 14 |
| +30 mins. | 65 | 323 | 76 | 464 | 0 | 7 | 2 | 9 | 6 | 118 | 0 | 124 | 12 | 7 | 5 | 24 |
| +45 mins. | 65 | 331 | 87 | 483 | 3 | 9 | 4 | 16 | 9 | 114 | 3 | 126 | 11 | 7 | 4 | 22 |
| Total Volume | 243 | 1404 | 317 | 1964 | 5 | 32 | 20 | 57 | 48 | 434 | 15 | 497 | 40 | 18 | 14 | 72 |
| % App. Total | 12.4 | 71.5 | 16.1 | | 8.8 | 56.1 | 35.1 | | 9.7 | 87.3 | 3 | | 55.6 | 25 | 19.4 | |
| PHF | .880 | .880 | .890 | .882 | .417 | .667 | .556 | .792 | .600 | .919 | .536 | .971 | .833 | .643 | .700 | .750 |

City of Irvine
 N/S: Sand Canyon Avenue
 E/W: Oak Canyon - Laguna Canyon Rd
 Weather: Clear

File Name : 306_IRVSCOCPM
 Site Code : 12104005
 Start Date : 3/29/2012
 Page No : 1

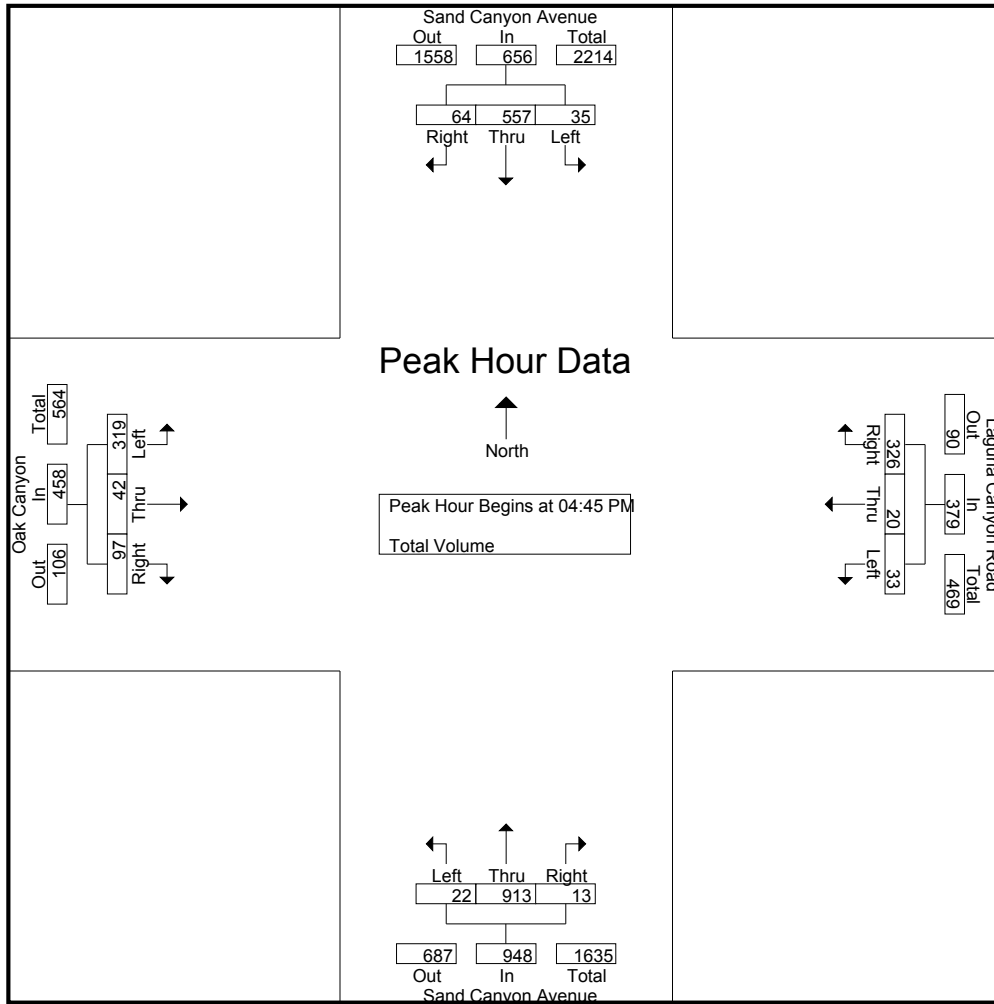
Groups Printed- Total Volume

| Start Time | Sand Canyon Avenue Southbound | | | | Laguna Canyon Road Westbound | | | | Sand Canyon Avenue Northbound | | | | Oak Canyon Eastbound | | | | Int. Total |
|-------------|-------------------------------|------|-------|------------|------------------------------|------|-------|------------|-------------------------------|------|-------|------------|----------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 04:00 PM | 15 | 159 | 26 | 200 | 2 | 6 | 52 | 60 | 6 | 241 | 1 | 248 | 87 | 4 | 36 | 127 | 635 |
| 04:15 PM | 8 | 118 | 15 | 141 | 5 | 1 | 72 | 78 | 7 | 151 | 4 | 162 | 65 | 1 | 11 | 77 | 458 |
| 04:30 PM | 7 | 147 | 19 | 173 | 2 | 4 | 60 | 66 | 11 | 226 | 5 | 242 | 78 | 4 | 20 | 102 | 583 |
| 04:45 PM | 11 | 109 | 22 | 142 | 4 | 4 | 87 | 95 | 3 | 209 | 2 | 214 | 77 | 12 | 19 | 108 | 559 |
| Total | 41 | 533 | 82 | 656 | 13 | 15 | 271 | 299 | 27 | 827 | 12 | 866 | 307 | 21 | 86 | 414 | 2235 |
| 05:00 PM | 3 | 141 | 13 | 157 | 11 | 6 | 98 | 115 | 9 | 223 | 3 | 235 | 107 | 8 | 31 | 146 | 653 |
| 05:15 PM | 13 | 144 | 13 | 170 | 12 | 7 | 73 | 92 | 7 | 211 | 6 | 224 | 78 | 11 | 25 | 114 | 600 |
| 05:30 PM | 8 | 163 | 16 | 187 | 6 | 3 | 68 | 77 | 3 | 270 | 2 | 275 | 57 | 11 | 22 | 90 | 629 |
| 05:45 PM | 10 | 128 | 17 | 155 | 7 | 6 | 55 | 68 | 1 | 170 | 1 | 172 | 47 | 25 | 16 | 88 | 483 |
| Total | 34 | 576 | 59 | 669 | 36 | 22 | 294 | 352 | 20 | 874 | 12 | 906 | 289 | 55 | 94 | 438 | 2365 |
| Grand Total | 75 | 1109 | 141 | 1325 | 49 | 37 | 565 | 651 | 47 | 1701 | 24 | 1772 | 596 | 76 | 180 | 852 | 4600 |
| Apprch % | 5.7 | 83.7 | 10.6 | | 7.5 | 5.7 | 86.8 | | 2.7 | 96 | 1.4 | | 70 | 8.9 | 21.1 | | |
| Total % | 1.6 | 24.1 | 3.1 | 28.8 | 1.1 | 0.8 | 12.3 | 14.2 | 1 | 37 | 0.5 | 38.5 | 13 | 1.7 | 3.9 | 18.5 | |

| Start Time | Sand Canyon Avenue Southbound | | | | Laguna Canyon Road Westbound | | | | Sand Canyon Avenue Northbound | | | | Oak Canyon Eastbound | | | | Int. Total |
|--|-------------------------------|------|-------|------------|------------------------------|------|-------|------------|-------------------------------|------|-------|------------|----------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 11 | 109 | 22 | 142 | 4 | 4 | 87 | 95 | 3 | 209 | 2 | 214 | 77 | 12 | 19 | 108 | 559 |
| 05:00 PM | 3 | 141 | 13 | 157 | 11 | 6 | 98 | 115 | 9 | 223 | 3 | 235 | 107 | 8 | 31 | 146 | 653 |
| 05:15 PM | 13 | 144 | 13 | 170 | 12 | 7 | 73 | 92 | 7 | 211 | 6 | 224 | 78 | 11 | 25 | 114 | 600 |
| 05:30 PM | 8 | 163 | 16 | 187 | 6 | 3 | 68 | 77 | 3 | 270 | 2 | 275 | 57 | 11 | 22 | 90 | 629 |
| Total Volume | 35 | 557 | 64 | 656 | 33 | 20 | 326 | 379 | 22 | 913 | 13 | 948 | 319 | 42 | 97 | 458 | 2441 |
| % App. Total | 5.3 | 84.9 | 9.8 | | 8.7 | 5.3 | 86 | | 2.3 | 96.3 | 1.4 | | 69.7 | 9.2 | 21.2 | | |
| PHF | .673 | .854 | .727 | .877 | .688 | .714 | .832 | .824 | .611 | .845 | .542 | .862 | .745 | .875 | .782 | .784 | .935 |

City of Irvine
 N/S: Sand Canyon Avenue
 E/W: Oak Canyon - Laguna Canyon Rd
 Weather: Clear

File Name : 306_IRVSCOCPM
 Site Code : 12104005
 Start Date : 3/29/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 05:00 PM | | | | 04:45 PM | | | | 04:45 PM | | | | 04:30 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 3 | 141 | 13 | 157 | 4 | 4 | 87 | 95 | 3 | 209 | 2 | 214 | 78 | 4 | 20 | 102 |
| +15 mins. | 13 | 144 | 13 | 170 | 11 | 6 | 98 | 115 | 9 | 223 | 3 | 235 | 77 | 12 | 19 | 108 |
| +30 mins. | 8 | 163 | 16 | 187 | 12 | 7 | 73 | 92 | 7 | 211 | 6 | 224 | 107 | 8 | 31 | 146 |
| +45 mins. | 10 | 128 | 17 | 155 | 6 | 3 | 68 | 77 | 3 | 270 | 2 | 275 | 78 | 11 | 25 | 114 |
| Total Volume | 34 | 576 | 59 | 669 | 33 | 20 | 326 | 379 | 22 | 913 | 13 | 948 | 340 | 35 | 95 | 470 |
| % App. Total | 5.1 | 86.1 | 8.8 | | 8.7 | 5.3 | 86 | | 2.3 | 96.3 | 1.4 | | 72.3 | 7.4 | 20.2 | |
| PHF | .654 | .883 | .868 | .894 | .688 | .714 | .832 | .824 | .611 | .845 | .542 | .862 | .794 | .729 | .766 | .805 |

Location: Irvine
 N/S: SR-133 Southbound
 E/W: Irvine Boulevard
 Contol: Signalized



ITAM: 316
 Date: 1/31/2012
 Day: Tuesday

| | SR-133 Southbound Southbound | | | Irvine Boulevard Westbound | | | SR-133 Southbound Northbound | | | Irvine Boulevard Eastbound | | | TOTAL |
|----------------|------------------------------|----|-----|----------------------------|------|----|------------------------------|----|----|----------------------------|------|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 36 | 0 | 64 | 22 | 188 | 0 | 0 | 0 | 0 | 0 | 130 | 17 | 457 |
| 7:15 AM | 31 | 0 | 88 | 19 | 261 | 0 | 0 | 0 | 0 | 0 | 190 | 37 | 626 |
| 7:30 AM | 41 | 0 | 49 | 29 | 244 | 0 | 0 | 0 | 0 | 0 | 263 | 45 | 671 |
| 7:45 AM | 53 | 0 | 106 | 21 | 231 | 0 | 0 | 0 | 0 | 0 | 302 | 39 | 752 |
| 8:00 AM | 49 | 0 | 88 | 25 | 214 | 0 | 0 | 0 | 0 | 0 | 299 | 55 | 730 |
| 8:15 AM | 52 | 0 | 74 | 20 | 228 | 0 | 0 | 0 | 0 | 0 | 281 | 60 | 715 |
| 8:30 AM | 34 | 0 | 55 | 14 | 193 | 0 | 0 | 0 | 0 | 0 | 248 | 37 | 581 |
| 8:45 AM | 61 | 0 | 51 | 17 | 168 | 0 | 0 | 0 | 0 | 0 | 267 | 33 | 597 |
| TOTAL VOLUMES: | 357 | 0 | 575 | 167 | 1727 | 0 | 0 | 0 | 0 | 0 | 1980 | 323 | 5129 |

AM Peak Hr Begins at: 730 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|-----|----|-----|----|-----|----|----|----|----|----|------|-----|-------|
| PEAK VOLUMES: | 195 | 0 | 317 | 95 | 917 | 0 | 0 | 0 | 0 | 0 | 1145 | 199 | 2868 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.805 | 0.927 | 0.000 | 0.949 | 0.953 |
|-----------------|-------|-------|-------|-------|-------|

| | SR-133 Southbound Southbound | | | Irvine Boulevard Westbound | | | SR-133 Southbound Northbound | | | Irvine Boulevard Eastbound | | | TOTAL |
|----------------|------------------------------|----|-----|----------------------------|------|----|------------------------------|----|----|----------------------------|------|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 4 | 0 | 17 | 10 | 275 | 0 | 0 | 0 | 0 | 0 | 157 | 15 | 478 |
| 4:15 PM | 5 | 0 | 23 | 9 | 272 | 0 | 0 | 0 | 0 | 0 | 155 | 11 | 475 |
| 4:30 PM | 7 | 0 | 37 | 9 | 312 | 0 | 0 | 0 | 0 | 0 | 158 | 8 | 531 |
| 4:45 PM | 4 | 0 | 29 | 9 | 339 | 0 | 0 | 0 | 0 | 0 | 164 | 12 | 557 |
| 5:00 PM | 4 | 0 | 38 | 12 | 448 | 0 | 0 | 0 | 0 | 0 | 231 | 18 | 751 |
| 5:15 PM | 10 | 0 | 30 | 15 | 495 | 0 | 0 | 0 | 0 | 0 | 262 | 13 | 825 |
| 5:30 PM | 7 | 0 | 40 | 11 | 475 | 0 | 0 | 0 | 0 | 0 | 206 | 23 | 762 |
| 5:45 PM | 4 | 0 | 44 | 12 | 369 | 0 | 0 | 0 | 0 | 0 | 210 | 16 | 655 |
| 6:00 PM | 5 | 0 | 36 | 16 | 310 | 0 | 0 | 0 | 0 | 0 | 206 | 9 | 582 |
| 6:15 PM | 6 | 0 | 32 | 13 | 282 | 0 | 0 | 0 | 0 | 0 | 194 | 12 | 539 |
| TOTAL VOLUMES: | 56 | 0 | 326 | 116 | 3577 | 0 | 0 | 0 | 0 | 0 | 1943 | 137 | 6155 |

PM Peak Hr Begins at: 500 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|----|-----|----|------|----|----|----|----|----|-----|----|-------|
| PEAK VOLUMES: | 25 | 0 | 152 | 50 | 1787 | 0 | 0 | 0 | 0 | 0 | 909 | 70 | 2993 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.922 | 0.900 | 0.000 | 0.890 | 0.907 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: SR-133 Southbound
 E/W: Irvine Boulevard
 Contol: Signalized



ITAM: 316
 Date: 2/8/2012
 Day: Wednesday

| | SR-133 Southbound Southbound | | | Irvine Boulevard Westbound | | | SR-133 Southbound Northbound | | | Irvine Boulevard Eastbound | | | TOTAL |
|-----------------------|------------------------------|----------|------------|----------------------------|-------------|----------|------------------------------|----------|----------|----------------------------|-------------|------------|-------------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 40 | 0 | 57 | 18 | 185 | 0 | 0 | 0 | 0 | 0 | 168 | 20 | 488 |
| 7:15 AM | 49 | 0 | 81 | 24 | 251 | 0 | 0 | 0 | 0 | 0 | 201 | 34 | 640 |
| 7:30 AM | 43 | 0 | 82 | 22 | 223 | 0 | 0 | 0 | 0 | 0 | 276 | 53 | 699 |
| 7:45 AM | 69 | 0 | 89 | 13 | 216 | 0 | 0 | 0 | 0 | 0 | 314 | 37 | 738 |
| 8:00 AM | 53 | 0 | 68 | 27 | 193 | 0 | 0 | 0 | 0 | 0 | 336 | 51 | 728 |
| 8:15 AM | 47 | 0 | 82 | 17 | 213 | 0 | 0 | 0 | 0 | 0 | 290 | 38 | 687 |
| 8:30 AM | 42 | 0 | 40 | 21 | 201 | 0 | 0 | 0 | 0 | 0 | 261 | 41 | 606 |
| 8:45 AM | 36 | 0 | 48 | 20 | 172 | 0 | 0 | 0 | 0 | 0 | 289 | 36 | 601 |
| TOTAL VOLUMES: | 379 | 0 | 547 | 162 | 1654 | 0 | 0 | 0 | 0 | 0 | 2135 | 310 | 5187 |

AM Peak Hr Begins at: 730 AM

| PEAK VOLUMES: | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|-----|----|-----|----|-----|----|----|----|----|----|------|-----|-------|
| | 212 | 0 | 321 | 79 | 845 | 0 | 0 | 0 | 0 | 0 | 1216 | 179 | 2852 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.843 | 0.943 | 0.000 | 0.901 | 0.966 |
|-----------------|-------|-------|-------|-------|-------|

| | SR-133 Southbound Southbound | | | Irvine Boulevard Westbound | | | SR-133 Southbound Northbound | | | Irvine Boulevard Eastbound | | | TOTAL |
|-----------------------|------------------------------|----------|------------|----------------------------|-------------|----------|------------------------------|----------|----------|----------------------------|-------------|------------|-------------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 3 | 0 | 18 | 7 | 312 | 0 | 0 | 0 | 0 | 0 | 174 | 16 | 530 |
| 4:15 PM | 15 | 0 | 26 | 8 | 283 | 0 | 0 | 0 | 0 | 0 | 184 | 12 | 528 |
| 4:30 PM | 4 | 0 | 22 | 7 | 339 | 0 | 0 | 0 | 0 | 0 | 168 | 16 | 556 |
| 4:45 PM | 5 | 0 | 25 | 5 | 338 | 0 | 0 | 0 | 0 | 0 | 208 | 14 | 595 |
| 5:00 PM | 4 | 0 | 34 | 21 | 295 | 0 | 0 | 0 | 0 | 0 | 224 | 13 | 591 |
| 5:15 PM | 5 | 0 | 46 | 11 | 434 | 0 | 0 | 0 | 0 | 0 | 256 | 17 | 769 |
| 5:30 PM | 5 | 0 | 28 | 16 | 401 | 0 | 0 | 0 | 0 | 0 | 233 | 15 | 698 |
| 5:45 PM | 5 | 0 | 39 | 19 | 396 | 0 | 0 | 0 | 0 | 0 | 216 | 19 | 694 |
| 6:00 PM | 8 | 0 | 30 | 10 | 432 | 0 | 0 | 0 | 0 | 0 | 199 | 12 | 691 |
| 6:15 PM | 4 | 0 | 31 | 7 | 296 | 0 | 0 | 0 | 0 | 0 | 168 | 17 | 523 |
| TOTAL VOLUMES: | 58 | 0 | 299 | 111 | 3526 | 0 | 0 | 0 | 0 | 0 | 2030 | 151 | 6175 |

PM Peak Hr Begins at: 515 PM

| PEAK VOLUMES: | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|----|-----|----|------|----|----|----|----|----|-----|----|-------|
| | 23 | 0 | 143 | 56 | 1663 | 0 | 0 | 0 | 0 | 0 | 904 | 63 | 2852 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.814 | 0.966 | 0.000 | 0.886 | 0.927 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: SR-133 Southbound
 E/W: Irvine Boulevard
 Contol: Signalized



ITAM: 316
 Date: 2/2/2012
 Day: Thursday

| | SR-133 Southbound Southbound | | | Irvine Boulevard Westbound | | | SR-133 Southbound Northbound | | | Irvine Boulevard Eastbound | | | TOTAL |
|----------------|------------------------------|----|-----|----------------------------|------|----|------------------------------|----|----|----------------------------|------|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 38 | 0 | 61 | 17 | 172 | 0 | 0 | 0 | 0 | 0 | 165 | 25 | 478 |
| 7:15 AM | 50 | 0 | 92 | 19 | 248 | 0 | 0 | 0 | 0 | 0 | 164 | 31 | 604 |
| 7:30 AM | 34 | 3 | 67 | 18 | 238 | 0 | 0 | 0 | 0 | 0 | 263 | 52 | 675 |
| 7:45 AM | 58 | 0 | 79 | 26 | 271 | 0 | 0 | 0 | 0 | 0 | 313 | 44 | 791 |
| 8:00 AM | 58 | 0 | 85 | 18 | 222 | 0 | 0 | 0 | 0 | 0 | 310 | 30 | 723 |
| 8:15 AM | 55 | 0 | 77 | 24 | 211 | 0 | 0 | 0 | 0 | 0 | 314 | 48 | 729 |
| 8:30 AM | 46 | 0 | 59 | 16 | 193 | 0 | 0 | 0 | 0 | 0 | 265 | 32 | 611 |
| 8:45 AM | 47 | 0 | 47 | 27 | 166 | 0 | 0 | 0 | 0 | 0 | 284 | 33 | 604 |
| TOTAL VOLUMES: | 386 | 3 | 567 | 165 | 1721 | 0 | 0 | 0 | 0 | 0 | 2078 | 295 | 5215 |

AM Peak Hr Begins at: 730 AM

| PEAK VOLUMES: | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|-----|----|-----|----|-----|----|----|----|----|----|------|-----|-------|
| | 205 | 3 | 308 | 86 | 942 | 0 | 0 | 0 | 0 | 0 | 1200 | 174 | 2918 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.902 | 0.865 | 0.000 | 0.949 | 0.922 |
|-----------------|-------|-------|-------|-------|-------|

| | SR-133 Southbound Southbound | | | Irvine Boulevard Westbound | | | SR-133 Southbound Northbound | | | Irvine Boulevard Eastbound | | | TOTAL |
|----------------|------------------------------|----|-----|----------------------------|------|----|------------------------------|----|----|----------------------------|------|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 7 | 0 | 22 | 7 | 280 | 0 | 0 | 0 | 0 | 0 | 185 | 10 | 511 |
| 4:15 PM | 9 | 0 | 27 | 12 | 290 | 0 | 0 | 0 | 0 | 0 | 153 | 17 | 508 |
| 4:30 PM | 3 | 0 | 17 | 5 | 367 | 0 | 0 | 0 | 0 | 0 | 162 | 16 | 570 |
| 4:45 PM | 6 | 0 | 26 | 12 | 365 | 0 | 0 | 0 | 0 | 0 | 175 | 14 | 598 |
| 5:00 PM | 6 | 0 | 34 | 7 | 419 | 0 | 0 | 0 | 0 | 0 | 234 | 14 | 714 |
| 5:15 PM | 6 | 0 | 36 | 19 | 502 | 0 | 0 | 0 | 0 | 0 | 218 | 15 | 796 |
| 5:30 PM | 8 | 0 | 33 | 13 | 437 | 0 | 0 | 0 | 0 | 0 | 205 | 14 | 710 |
| 5:45 PM | 4 | 0 | 31 | 5 | 414 | 0 | 0 | 0 | 0 | 0 | 188 | 22 | 664 |
| 6:00 PM | 7 | 0 | 30 | 11 | 342 | 0 | 0 | 0 | 0 | 0 | 184 | 11 | 585 |
| 6:15 PM | 4 | 0 | 25 | 9 | 323 | 0 | 0 | 0 | 0 | 0 | 187 | 15 | 563 |
| TOTAL VOLUMES: | 60 | 0 | 281 | 100 | 3739 | 0 | 0 | 0 | 0 | 0 | 1891 | 148 | 6219 |

PM Peak Hr Begins at: 500 PM

| PEAK VOLUMES: | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|----|-----|----|------|----|----|----|----|----|-----|----|-------|
| | 24 | 0 | 134 | 44 | 1772 | 0 | 0 | 0 | 0 | 0 | 845 | 65 | 2884 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.940 | 0.871 | 0.000 | 0.917 | 0.906 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: SR-133 Northbound
 E/W: Irvine Boulevard
 Contol: Signalized



ITAM: 317
 Date: 1/31/2012
 Day: Tuesday

| | SR-133 Northbound Southbound | | | Irvine Boulevard Westbound | | | SR-133 Northbound Northbound | | | Irvine Boulevard Eastbound | | | TOTAL |
|----------------|------------------------------|----|----|----------------------------|------|----|------------------------------|----|-----|----------------------------|------|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 0 | 0 | 0 | 0 | 184 | 5 | 12 | 0 | 10 | 0 | 176 | 14 | 401 |
| 7:15 AM | 0 | 0 | 0 | 0 | 258 | 9 | 31 | 0 | 18 | 0 | 193 | 21 | 530 |
| 7:30 AM | 0 | 0 | 0 | 0 | 263 | 6 | 17 | 0 | 14 | 0 | 323 | 18 | 641 |
| 7:45 AM | 0 | 0 | 0 | 0 | 250 | 9 | 11 | 0 | 10 | 0 | 300 | 30 | 610 |
| 8:00 AM | 0 | 0 | 0 | 0 | 218 | 9 | 11 | 0 | 20 | 0 | 333 | 18 | 609 |
| 8:15 AM | 0 | 0 | 0 | 0 | 226 | 9 | 16 | 0 | 14 | 0 | 338 | 21 | 624 |
| 8:30 AM | 0 | 0 | 0 | 0 | 185 | 7 | 11 | 0 | 11 | 0 | 247 | 17 | 478 |
| 8:45 AM | 0 | 0 | 0 | 0 | 153 | 3 | 30 | 1 | 14 | 0 | 300 | 27 | 528 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 1737 | 57 | 139 | 1 | 111 | 0 | 2210 | 166 | 4421 |

AM Peak Hr Begins at: 730 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|----|----|----|-----|----|----|----|----|----|------|----|-------|
| PEAK VOLUMES: | 0 | 0 | 0 | 0 | 957 | 33 | 55 | 0 | 58 | 0 | 1294 | 87 | 2484 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.000 | 0.920 | 0.911 | 0.962 | 0.969 |
|-----------------|-------|-------|-------|-------|-------|

| | SR-133 Northbound Southbound | | | Irvine Boulevard Westbound | | | SR-133 Northbound Northbound | | | Irvine Boulevard Eastbound | | | TOTAL |
|----------------|------------------------------|----|----|----------------------------|------|-----|------------------------------|----|-----|----------------------------|------|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 0 | 0 | 0 | 0 | 245 | 37 | 18 | 0 | 8 | 0 | 123 | 46 | 477 |
| 4:15 PM | 0 | 0 | 0 | 0 | 267 | 28 | 15 | 0 | 12 | 0 | 125 | 36 | 483 |
| 4:30 PM | 0 | 0 | 0 | 0 | 299 | 26 | 15 | 0 | 8 | 0 | 148 | 40 | 536 |
| 4:45 PM | 0 | 0 | 0 | 0 | 325 | 32 | 28 | 0 | 13 | 0 | 150 | 43 | 591 |
| 5:00 PM | 0 | 0 | 0 | 0 | 442 | 44 | 30 | 0 | 14 | 0 | 182 | 42 | 754 |
| 5:15 PM | 0 | 0 | 0 | 0 | 499 | 61 | 29 | 0 | 27 | 0 | 222 | 40 | 878 |
| 5:30 PM | 0 | 0 | 0 | 0 | 439 | 25 | 27 | 0 | 15 | 0 | 174 | 46 | 726 |
| 5:45 PM | 0 | 0 | 0 | 0 | 354 | 39 | 36 | 0 | 6 | 0 | 180 | 36 | 651 |
| 6:00 PM | 0 | 0 | 0 | 0 | 290 | 18 | 25 | 0 | 14 | 0 | 184 | 46 | 577 |
| 6:15 PM | 0 | 0 | 0 | 0 | 285 | 35 | 21 | 0 | 12 | 0 | 133 | 41 | 527 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 3445 | 345 | 244 | 0 | 129 | 0 | 1621 | 416 | 6200 |

PM Peak Hr Begins at: 500 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|----|----|----|------|-----|-----|----|----|----|-----|-----|-------|
| PEAK VOLUMES: | 0 | 0 | 0 | 0 | 1734 | 169 | 122 | 0 | 62 | 0 | 758 | 164 | 3009 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.000 | 0.850 | 0.821 | 0.880 | 0.857 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: SR-133 Northbound
 E/W: Irvine Boulevard
 Contol: Signalized



ITAM: 317
 Date: 2/8/2012
 Day: Wednesday

| | SR-133 Northbound Southbound | | | Irvine Boulevard Westbound | | | SR-133 Northbound Northbound | | | Irvine Boulevard Eastbound | | | TOTAL |
|----------------|------------------------------|----|----|----------------------------|------|----|------------------------------|-----|-----|----------------------------|------|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 0 | 0 | 0 | 0 | 190 | 4 | 0 | 21 | 15 | 0 | 177 | 24 | 431 |
| 7:15 AM | 0 | 0 | 0 | 0 | 272 | 10 | 0 | 25 | 15 | 0 | 213 | 29 | 564 |
| 7:30 AM | 0 | 0 | 0 | 0 | 246 | 7 | 0 | 18 | 11 | 0 | 269 | 31 | 582 |
| 7:45 AM | 0 | 0 | 0 | 0 | 226 | 9 | 0 | 12 | 18 | 0 | 378 | 29 | 672 |
| 8:00 AM | 0 | 0 | 0 | 0 | 218 | 7 | 0 | 13 | 14 | 0 | 325 | 30 | 607 |
| 8:15 AM | 0 | 0 | 0 | 0 | 235 | 12 | 0 | 10 | 14 | 0 | 309 | 19 | 599 |
| 8:30 AM | 0 | 0 | 0 | 0 | 211 | 8 | 0 | 6 | 19 | 0 | 266 | 26 | 536 |
| 8:45 AM | 0 | 0 | 0 | 0 | 181 | 10 | 0 | 9 | 17 | 0 | 305 | 39 | 561 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 1779 | 67 | 0 | 114 | 123 | 0 | 2242 | 227 | 4552 |

AM Peak Hr Begins at: 730 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|----|----|----|-----|----|----|----|----|----|------|-----|-------|
| PEAK VOLUMES: | 0 | 0 | 0 | 0 | 925 | 35 | 0 | 53 | 57 | 0 | 1281 | 109 | 2460 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.000 | 0.949 | 0.917 | 0.854 | 0.915 |
|-----------------|-------|-------|-------|-------|-------|

| | SR-133 Northbound Southbound | | | Irvine Boulevard Westbound | | | SR-133 Northbound Northbound | | | Irvine Boulevard Eastbound | | | TOTAL |
|----------------|------------------------------|----|----|----------------------------|------|-----|------------------------------|----|-----|----------------------------|------|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 0 | 0 | 0 | 0 | 282 | 37 | 38 | 0 | 3 | 0 | 115 | 62 | 537 |
| 4:15 PM | 0 | 0 | 0 | 0 | 272 | 37 | 18 | 0 | 10 | 0 | 139 | 49 | 525 |
| 4:30 PM | 0 | 0 | 0 | 0 | 324 | 40 | 26 | 0 | 7 | 0 | 136 | 54 | 587 |
| 4:45 PM | 0 | 0 | 0 | 0 | 327 | 41 | 15 | 0 | 8 | 0 | 162 | 36 | 589 |
| 5:00 PM | 0 | 0 | 0 | 0 | 353 | 50 | 13 | 0 | 19 | 0 | 177 | 53 | 665 |
| 5:15 PM | 0 | 0 | 0 | 0 | 460 | 46 | 31 | 0 | 20 | 0 | 195 | 50 | 802 |
| 5:30 PM | 0 | 0 | 0 | 0 | 391 | 51 | 40 | 0 | 20 | 0 | 183 | 49 | 734 |
| 5:45 PM | 0 | 0 | 0 | 0 | 340 | 99 | 36 | 0 | 15 | 0 | 164 | 53 | 707 |
| 6:00 PM | 0 | 0 | 0 | 0 | 377 | 32 | 29 | 0 | 18 | 0 | 166 | 41 | 663 |
| 6:15 PM | 0 | 0 | 0 | 0 | 283 | 23 | 22 | 0 | 16 | 0 | 134 | 33 | 511 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 3409 | 456 | 268 | 0 | 136 | 0 | 1571 | 480 | 6320 |

PM Peak Hr Begins at: 500 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|----|----|----|------|-----|-----|----|----|----|-----|-----|-------|
| PEAK VOLUMES: | 0 | 0 | 0 | 0 | 1544 | 246 | 120 | 0 | 74 | 0 | 719 | 205 | 2908 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.000 | 0.884 | 0.808 | 0.943 | 0.906 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: SR-133 Northbound
 E/W: Irvine Boulevard
 Contol: Signalized



ITAM: 317
 Date: 2/2/2012
 Day: Thursday

| | SR-133 Northbound Southbound | | | Irvine Boulevard Westbound | | | SR-133 Northbound Northbound | | | Irvine Boulevard Eastbound | | | TOTAL |
|-----------------------|------------------------------|----|----|----------------------------|------|----|------------------------------|----|-----|----------------------------|------|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 0 | 0 | 0 | 0 | 173 | 5 | 15 | 0 | 16 | 0 | 173 | 24 | 406 |
| 7:15 AM | 0 | 0 | 0 | 0 | 246 | 6 | 23 | 0 | 9 | 0 | 183 | 24 | 491 |
| 7:30 AM | 0 | 0 | 0 | 0 | 253 | 10 | 11 | 0 | 14 | 0 | 257 | 34 | 579 |
| 7:45 AM | 0 | 0 | 0 | 0 | 278 | 5 | 10 | 0 | 17 | 0 | 341 | 34 | 685 |
| 8:00 AM | 0 | 0 | 0 | 0 | 221 | 13 | 14 | 0 | 19 | 0 | 336 | 23 | 626 |
| 8:15 AM | 0 | 0 | 0 | 0 | 231 | 9 | 12 | 0 | 9 | 0 | 332 | 31 | 624 |
| 8:30 AM | 0 | 0 | 0 | 0 | 188 | 12 | 12 | 0 | 14 | 0 | 286 | 27 | 539 |
| 8:45 AM | 0 | 0 | 0 | 0 | 171 | 7 | 14 | 0 | 14 | 0 | 279 | 25 | 510 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 1761 | 67 | 111 | 0 | 112 | 0 | 2187 | 222 | 4460 |

AM Peak Hr Begins at: 730 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|----|----|----|-----|----|----|----|----|----|------|-----|-------|
| PEAK VOLUMES: | 0 | 0 | 0 | 0 | 983 | 37 | 47 | 0 | 59 | 0 | 1266 | 122 | 2514 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.000 | 0.901 | 0.803 | 0.925 | 0.918 |
|-----------------|-------|-------|-------|-------|-------|

| | SR-133 Northbound Southbound | | | Irvine Boulevard Westbound | | | SR-133 Northbound Northbound | | | Irvine Boulevard Eastbound | | | TOTAL |
|-----------------------|------------------------------|----|----|----------------------------|------|-----|------------------------------|----|-----|----------------------------|------|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 0 | 0 | 0 | 0 | 272 | 38 | 18 | 0 | 9 | 0 | 137 | 55 | 529 |
| 4:15 PM | 0 | 0 | 0 | 0 | 289 | 41 | 23 | 0 | 13 | 0 | 106 | 46 | 518 |
| 4:30 PM | 0 | 0 | 0 | 0 | 349 | 31 | 20 | 0 | 7 | 0 | 132 | 49 | 588 |
| 4:45 PM | 0 | 0 | 0 | 0 | 345 | 27 | 31 | 0 | 13 | 0 | 119 | 47 | 582 |
| 5:00 PM | 0 | 0 | 0 | 0 | 411 | 52 | 26 | 0 | 16 | 0 | 170 | 70 | 745 |
| 5:15 PM | 0 | 0 | 0 | 0 | 487 | 59 | 31 | 0 | 12 | 0 | 173 | 48 | 810 |
| 5:30 PM | 0 | 0 | 0 | 0 | 417 | 31 | 27 | 0 | 11 | 0 | 166 | 45 | 697 |
| 5:45 PM | 0 | 0 | 0 | 0 | 376 | 36 | 35 | 0 | 7 | 0 | 144 | 41 | 639 |
| 6:00 PM | 0 | 0 | 0 | 0 | 313 | 39 | 36 | 0 | 14 | 0 | 152 | 32 | 586 |
| 6:15 PM | 0 | 0 | 0 | 0 | 300 | 28 | 26 | 0 | 10 | 0 | 144 | 36 | 544 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 3559 | 382 | 273 | 0 | 112 | 0 | 1443 | 469 | 6238 |

PM Peak Hr Begins at: 500 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|----|----|----|------|-----|-----|----|----|----|-----|-----|-------|
| PEAK VOLUMES: | 0 | 0 | 0 | 0 | 1691 | 178 | 119 | 0 | 46 | 0 | 653 | 204 | 2891 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.000 | 0.856 | 0.959 | 0.893 | 0.892 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: Alton Parkway
 E/W: Irvine Boulevard
 Contol: Signalized



ITAM: 338
 Date: 5/31/2012
 Day: Thursday

| | Alton Parkway Southbound | | | Irvine Boulevard Westbound | | | Alton Parkway Northbound | | | Irvine Boulevard Eastbound | | | TOTAL |
|-----------------------|--------------------------|----|----|----------------------------|------|----|--------------------------|----|-----|----------------------------|------|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 0 | 0 | 0 | 49 | 181 | 0 | 13 | 0 | 5 | 0 | 144 | 62 | 454 |
| 7:15 AM | 0 | 0 | 0 | 73 | 201 | 0 | 27 | 0 | 19 | 0 | 157 | 78 | 555 |
| 7:30 AM | 0 | 0 | 0 | 92 | 197 | 0 | 27 | 0 | 22 | 0 | 231 | 93 | 662 |
| 7:45 AM | 0 | 0 | 0 | 101 | 240 | 0 | 22 | 0 | 34 | 0 | 244 | 129 | 770 |
| 8:00 AM | 0 | 0 | 0 | 107 | 222 | 0 | 18 | 0 | 27 | 0 | 256 | 125 | 755 |
| 8:15 AM | 0 | 0 | 0 | 84 | 260 | 0 | 7 | 0 | 17 | 0 | 263 | 134 | 765 |
| 8:30 AM | 0 | 0 | 0 | 76 | 168 | 0 | 16 | 0 | 24 | 0 | 233 | 130 | 647 |
| 8:45 AM | 0 | 0 | 0 | 56 | 137 | 0 | 14 | 0 | 30 | 0 | 224 | 76 | 537 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 638 | 1606 | 0 | 144 | 0 | 178 | 0 | 1752 | 827 | 5145 |

AM Peak Hr Begins at: 730 AM

| PEAK VOLUMES: | Northbound | | | | | | Eastbound | | | | | | TOTAL |
|---------------|------------|----|----|-----|-----|----|-----------|----|-----|----|-----|-----|-------|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
| | 0 | 0 | 0 | 384 | 919 | 0 | 74 | 0 | 100 | 0 | 994 | 481 | 2952 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.000 | 0.947 | 0.777 | 0.929 | 0.958 |
|-----------------|-------|-------|-------|-------|-------|

Southbound Westbound

| | Alton Parkway Southbound | | | Irvine Boulevard Westbound | | | Alton Parkway Northbound | | | Irvine Boulevard Eastbound | | | TOTAL |
|-----------------------|--------------------------|----|----|----------------------------|------|----|--------------------------|----|-----|----------------------------|------|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 0 | 0 | 0 | 26 | 244 | 0 | 74 | 0 | 28 | 0 | 113 | 25 | 510 |
| 4:15 PM | 0 | 0 | 0 | 22 | 212 | 0 | 71 | 0 | 26 | 0 | 128 | 13 | 472 |
| 4:30 PM | 0 | 0 | 0 | 28 | 289 | 0 | 95 | 0 | 40 | 0 | 110 | 15 | 577 |
| 4:45 PM | 0 | 0 | 0 | 28 | 232 | 0 | 98 | 0 | 30 | 0 | 165 | 13 | 566 |
| 5:00 PM | 0 | 0 | 0 | 38 | 387 | 0 | 173 | 0 | 56 | 0 | 178 | 20 | 852 |
| 5:15 PM | 0 | 0 | 0 | 40 | 382 | 0 | 138 | 0 | 65 | 0 | 206 | 13 | 844 |
| 5:30 PM | 0 | 0 | 0 | 46 | 334 | 0 | 113 | 0 | 75 | 0 | 150 | 17 | 735 |
| 5:45 PM | 0 | 0 | 0 | 27 | 248 | 0 | 96 | 0 | 48 | 0 | 190 | 14 | 623 |
| 6:00 PM | 0 | 0 | 0 | 31 | 300 | 0 | 74 | 0 | 45 | 0 | 142 | 9 | 601 |
| 6:15 PM | 0 | 0 | 0 | 22 | 210 | 0 | 87 | 0 | 44 | 0 | 159 | 10 | 532 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 308 | 2838 | 0 | 1019 | 0 | 457 | 0 | 1541 | 149 | 6312 |

PM Peak Hr Begins at: 500 PM

| PEAK VOLUMES: | Northbound | | | | | | Eastbound | | | | | | TOTAL |
|---------------|------------|----|----|-----|------|----|-----------|----|-----|----|-----|----|-------|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
| | 0 | 0 | 0 | 151 | 1351 | 0 | 520 | 0 | 244 | 0 | 724 | 64 | 3054 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.000 | 0.884 | 0.834 | 0.900 | 0.896 |
|-----------------|-------|-------|-------|-------|-------|

Southbound Westbound

Location: Irvine
 N/S: Alton Parkway
 E/W: Irvine Boulevard
 Contol: Signalized



ITAM: 338
 Date: 6/5/2012
 Day: Tuesday

| | Alton Parkway Southbound | | | Irvine Boulevard Westbound | | | Alton Parkway Northbound | | | Irvine Boulevard Eastbound | | | TOTAL |
|-----------------------|--------------------------|----|----|----------------------------|------|----|--------------------------|----|-----|----------------------------|------|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 0 | 0 | 0 | 48 | 147 | 0 | 6 | 0 | 9 | 0 | 115 | 62 | 387 |
| 7:15 AM | 0 | 0 | 0 | 83 | 200 | 0 | 25 | 0 | 12 | 0 | 132 | 67 | 519 |
| 7:30 AM | 0 | 0 | 0 | 71 | 218 | 0 | 19 | 0 | 35 | 0 | 191 | 87 | 621 |
| 7:45 AM | 0 | 0 | 0 | 111 | 234 | 0 | 25 | 0 | 19 | 0 | 293 | 144 | 826 |
| 8:00 AM | 0 | 0 | 0 | 95 | 188 | 0 | 13 | 0 | 32 | 0 | 239 | 146 | 713 |
| 8:15 AM | 0 | 0 | 0 | 80 | 171 | 0 | 17 | 0 | 20 | 0 | 251 | 116 | 655 |
| 8:30 AM | 0 | 0 | 0 | 60 | 142 | 0 | 16 | 0 | 20 | 1 | 231 | 101 | 571 |
| 8:45 AM | 0 | 0 | 0 | 56 | 121 | 0 | 14 | 0 | 22 | 0 | 229 | 84 | 526 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 604 | 1421 | 0 | 135 | 0 | 169 | 1 | 1681 | 807 | 4818 |

AM Peak Hr Begins at: 730 AM

| PEAK VOLUMES: | Northbound | | | | | | Eastbound | | | | | | TOTAL |
|---------------|------------|----|----|-----|-----|----|-----------|----|-----|----|-----|-----|-------|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
| | 0 | 0 | 0 | 357 | 811 | 0 | 74 | 0 | 106 | 0 | 974 | 493 | 2815 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.000 | 0.846 | 0.833 | 0.839 | 0.852 |
|-----------------|-------|-------|-------|-------|-------|

Southbound Westbound

| | Alton Parkway Southbound | | | Irvine Boulevard Westbound | | | Alton Parkway Northbound | | | Irvine Boulevard Eastbound | | | TOTAL |
|-----------------------|--------------------------|----|----|----------------------------|------|----|--------------------------|----|-----|----------------------------|------|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 0 | 0 | 0 | 14 | 216 | 0 | 83 | 0 | 31 | 0 | 113 | 13 | 470 |
| 4:15 PM | 0 | 0 | 0 | 34 | 207 | 0 | 43 | 0 | 37 | 0 | 88 | 11 | 420 |
| 4:30 PM | 0 | 0 | 0 | 30 | 311 | 0 | 101 | 0 | 47 | 0 | 118 | 16 | 623 |
| 4:45 PM | 0 | 0 | 0 | 28 | 239 | 3 | 83 | 0 | 37 | 0 | 121 | 13 | 524 |
| 5:00 PM | 0 | 0 | 0 | 25 | 439 | 0 | 200 | 0 | 54 | 0 | 194 | 21 | 933 |
| 5:15 PM | 0 | 0 | 0 | 37 | 384 | 0 | 163 | 0 | 54 | 0 | 155 | 6 | 799 |
| 5:30 PM | 0 | 0 | 0 | 36 | 363 | 0 | 117 | 0 | 55 | 0 | 190 | 16 | 777 |
| 5:45 PM | 0 | 0 | 0 | 31 | 286 | 0 | 96 | 0 | 53 | 0 | 152 | 18 | 636 |
| 6:00 PM | 0 | 0 | 0 | 32 | 269 | 0 | 81 | 0 | 43 | 0 | 143 | 14 | 582 |
| 6:15 PM | 0 | 0 | 0 | 26 | 238 | 0 | 65 | 0 | 35 | 0 | 139 | 11 | 514 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 293 | 2952 | 3 | 1032 | 0 | 446 | 0 | 1413 | 139 | 6278 |

PM Peak Hr Begins at: 500 PM

| PEAK VOLUMES: | Northbound | | | | | | Eastbound | | | | | | TOTAL |
|---------------|------------|----|----|-----|------|----|-----------|----|-----|----|-----|----|-------|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
| | 0 | 0 | 0 | 129 | 1472 | 0 | 576 | 0 | 216 | 0 | 691 | 61 | 3145 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.000 | 0.863 | 0.780 | 0.874 | 0.843 |
|-----------------|-------|-------|-------|-------|-------|

Southbound Westbound

Location: Irvine
 N/S: Alton Parkway
 E/W: Toledo Way
 Contol: Signalized



ITAM: 339
 Date: 5/31/2012
 Day: Thursday

| | Alton Parkway Southbound | | | Toledo Way Westbound | | | Alton Parkway Northbound | | | Toledo Way Eastbound | | | TOTAL |
|----------------|--------------------------|------|----|----------------------|----|-----|--------------------------|-----|-----|----------------------|----|----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 6 | 99 | 3 | 44 | 4 | 21 | 6 | 73 | 26 | 0 | 0 | 2 | 284 |
| 7:15 AM | 7 | 105 | 2 | 43 | 1 | 32 | 13 | 94 | 39 | 0 | 1 | 4 | 341 |
| 7:30 AM | 13 | 151 | 0 | 72 | 9 | 29 | 11 | 111 | 44 | 0 | 2 | 2 | 444 |
| 7:45 AM | 11 | 168 | 5 | 70 | 13 | 22 | 14 | 105 | 44 | 0 | 0 | 4 | 456 |
| 8:00 AM | 10 | 170 | 1 | 67 | 12 | 26 | 8 | 92 | 33 | 0 | 1 | 9 | 429 |
| 8:15 AM | 10 | 172 | 2 | 61 | 13 | 29 | 15 | 93 | 28 | 1 | 0 | 8 | 432 |
| 8:30 AM | 12 | 138 | 2 | 48 | 13 | 22 | 13 | 76 | 33 | 0 | 4 | 7 | 368 |
| 8:45 AM | 3 | 112 | 4 | 32 | 5 | 13 | 7 | 98 | 50 | 0 | 3 | 2 | 329 |
| TOTAL VOLUMES: | 72 | 1115 | 19 | 437 | 70 | 194 | 87 | 742 | 297 | 1 | 11 | 38 | 3083 |

AM Peak Hr Begins at: 730 AM

Northbound

Eastbound

| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|---------------|----|-----|----|-----|----|-----|----|-----|-----|----|----|----|-------|
| PEAK VOLUMES: | 44 | 661 | 8 | 270 | 47 | 106 | 48 | 401 | 149 | 1 | 3 | 23 | 1761 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.969 | 0.961 | 0.901 | 0.675 | 0.965 |
|-----------------|-------|-------|-------|-------|-------|

Southbound Westbound

| | Alton Parkway Southbound | | | Toledo Way Westbound | | | Alton Parkway Northbound | | | Toledo Way Eastbound | | | TOTAL |
|----------------|--------------------------|-----|----|----------------------|----|-----|--------------------------|------|-----|----------------------|----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 4 | 91 | 1 | 38 | 2 | 8 | 5 | 72 | 46 | 3 | 4 | 13 | 287 |
| 4:15 PM | 2 | 63 | 1 | 34 | 3 | 12 | 2 | 93 | 55 | 1 | 3 | 7 | 276 |
| 4:30 PM | 6 | 84 | 0 | 39 | 9 | 19 | 6 | 127 | 57 | 1 | 12 | 45 | 405 |
| 4:45 PM | 8 | 85 | 0 | 37 | 4 | 9 | 6 | 137 | 76 | 1 | 6 | 10 | 379 |
| 5:00 PM | 12 | 110 | 0 | 44 | 3 | 28 | 3 | 217 | 102 | 1 | 17 | 20 | 557 |
| 5:15 PM | 2 | 108 | 1 | 34 | 2 | 9 | 4 | 219 | 97 | 1 | 8 | 17 | 502 |
| 5:30 PM | 3 | 98 | 2 | 33 | 0 | 24 | 2 | 204 | 75 | 2 | 11 | 19 | 473 |
| 5:45 PM | 9 | 76 | 0 | 30 | 3 | 15 | 4 | 153 | 98 | 0 | 8 | 8 | 404 |
| 6:00 PM | 4 | 68 | 0 | 26 | 1 | 12 | 2 | 134 | 77 | 3 | 3 | 9 | 339 |
| 6:15 PM | 3 | 53 | 0 | 20 | 3 | 9 | 1 | 132 | 55 | 1 | 6 | 6 | 289 |
| TOTAL VOLUMES: | 53 | 836 | 5 | 335 | 30 | 145 | 35 | 1488 | 738 | 14 | 78 | 154 | 3911 |

PM Peak Hr Begins at: 500 PM

Northbound

Eastbound

| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|---------------|----|-----|----|-----|----|----|----|-----|-----|----|----|----|-------|
| PEAK VOLUMES: | 26 | 392 | 3 | 141 | 8 | 76 | 13 | 793 | 372 | 4 | 44 | 64 | 1936 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.863 | 0.750 | 0.915 | 0.737 | 0.869 |
|-----------------|-------|-------|-------|-------|-------|

Southbound Westbound

Location: Irvine
 N/S: Alton Parkway
 E/W: Toledo Way
 Contol: Signalized



ITAM: 339
 Date: 6/5/2012
 Day: Tuesday

| | Alton Parkway Southbound | | | Toledo Way Westbound | | | Alton Parkway Northbound | | | Toledo Way Eastbound | | | TOTAL |
|----------------|--------------------------|------|----|----------------------|----|-----|--------------------------|-----|-----|----------------------|----|----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 9 | 138 | 1 | 38 | 2 | 33 | 8 | 79 | 31 | 0 | 1 | 5 | 345 |
| 7:15 AM | 10 | 111 | 5 | 46 | 2 | 32 | 10 | 92 | 33 | 1 | 1 | 3 | 346 |
| 7:30 AM | 9 | 147 | 2 | 61 | 8 | 35 | 9 | 91 | 29 | 0 | 1 | 5 | 397 |
| 7:45 AM | 13 | 184 | 3 | 73 | 15 | 26 | 17 | 107 | 46 | 0 | 0 | 2 | 486 |
| 8:00 AM | 11 | 183 | 2 | 59 | 11 | 21 | 15 | 105 | 26 | 1 | 2 | 7 | 443 |
| 8:15 AM | 13 | 148 | 4 | 57 | 10 | 35 | 13 | 96 | 35 | 0 | 1 | 6 | 418 |
| 8:30 AM | 10 | 131 | 2 | 54 | 8 | 28 | 13 | 94 | 31 | 0 | 2 | 9 | 382 |
| 8:45 AM | 8 | 113 | 6 | 41 | 12 | 17 | 11 | 91 | 42 | 0 | 2 | 7 | 350 |
| TOTAL VOLUMES: | 83 | 1155 | 25 | 429 | 68 | 227 | 96 | 755 | 273 | 2 | 10 | 44 | 3167 |

AM Peak Hr Begins at: 730 AM

| PEAK VOLUMES: | Northbound | | | | | | Eastbound | | | | | | TOTAL |
|---------------|------------|-----|----|-----|----|-----|-----------|-----|-----|----|----|----|-------|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
| | 46 | 662 | 11 | 250 | 44 | 117 | 54 | 399 | 136 | 1 | 4 | 20 | 1744 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.899 | 0.901 | 0.866 | 0.625 | 0.897 |
|-----------------|-------|-------|-------|-------|-------|

Southbound Westbound

| | Alton Parkway Southbound | | | Toledo Way Westbound | | | Alton Parkway Northbound | | | Toledo Way Eastbound | | | TOTAL |
|----------------|--------------------------|-----|----|----------------------|----|-----|--------------------------|------|-----|----------------------|----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 6 | 88 | 0 | 31 | 3 | 7 | 5 | 81 | 48 | 2 | 5 | 15 | 291 |
| 4:15 PM | 5 | 81 | 1 | 38 | 5 | 9 | 4 | 92 | 62 | 5 | 3 | 22 | 327 |
| 4:30 PM | 7 | 76 | 0 | 34 | 4 | 13 | 3 | 144 | 49 | 2 | 4 | 36 | 372 |
| 4:45 PM | 9 | 93 | 2 | 29 | 6 | 11 | 7 | 137 | 76 | 1 | 8 | 17 | 396 |
| 5:00 PM | 6 | 98 | 1 | 33 | 2 | 18 | 5 | 235 | 83 | 3 | 7 | 22 | 513 |
| 5:15 PM | 5 | 91 | 0 | 39 | 7 | 15 | 8 | 208 | 99 | 1 | 8 | 13 | 494 |
| 5:30 PM | 6 | 93 | 1 | 31 | 7 | 21 | 8 | 194 | 86 | 1 | 4 | 9 | 461 |
| 5:45 PM | 7 | 84 | 0 | 29 | 5 | 16 | 6 | 153 | 73 | 2 | 9 | 11 | 395 |
| 6:00 PM | 5 | 72 | 1 | 36 | 3 | 11 | 2 | 134 | 84 | 1 | 3 | 10 | 362 |
| 6:15 PM | 4 | 51 | 0 | 30 | 4 | 13 | 4 | 132 | 61 | 4 | 5 | 8 | 316 |
| TOTAL VOLUMES: | 60 | 827 | 6 | 330 | 46 | 134 | 52 | 1510 | 721 | 22 | 56 | 163 | 3927 |

PM Peak Hr Begins at: 445 PM

| PEAK VOLUMES: | Northbound | | | | | | Eastbound | | | | | | TOTAL |
|---------------|------------|-----|----|-----|----|----|-----------|-----|-----|----|----|----|-------|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
| | 26 | 375 | 4 | 132 | 22 | 65 | 28 | 774 | 344 | 6 | 27 | 61 | 1864 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.964 | 0.898 | 0.887 | 0.734 | 0.908 |
|-----------------|-------|-------|-------|-------|-------|

Southbound Westbound

Location: Irvine
 N/S: Alton Parkway
 E/W: Jeronimo Road
 Contol: Signalized



ITAM: 340
 Date: 5/31/2012
 Day: Thursday

| | Alton Parkway Southbound | | | Jeronimo Road Westbound | | | Alton Parkway Northbound | | | Jeronimo Road Eastbound | | | TOTAL |
|----------------|--------------------------|------|----|-------------------------|----|-----|--------------------------|------|-----|-------------------------|----|----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 10 | 91 | 1 | 57 | 2 | 15 | 16 | 158 | 43 | 0 | 0 | 1 | 394 |
| 7:15 AM | 10 | 141 | 5 | 70 | 0 | 25 | 11 | 215 | 60 | 0 | 1 | 2 | 540 |
| 7:30 AM | 15 | 151 | 2 | 94 | 7 | 20 | 15 | 204 | 61 | 0 | 1 | 2 | 572 |
| 7:45 AM | 17 | 176 | 5 | 109 | 2 | 36 | 18 | 256 | 62 | 0 | 0 | 3 | 684 |
| 8:00 AM | 19 | 214 | 5 | 89 | 10 | 19 | 28 | 243 | 71 | 0 | 0 | 1 | 699 |
| 8:15 AM | 16 | 173 | 8 | 79 | 7 | 28 | 22 | 217 | 66 | 1 | 0 | 1 | 618 |
| 8:30 AM | 20 | 162 | 6 | 79 | 10 | 19 | 22 | 197 | 67 | 2 | 1 | 3 | 588 |
| 8:45 AM | 14 | 122 | 8 | 53 | 4 | 21 | 10 | 214 | 55 | 1 | 0 | 7 | 509 |
| TOTAL VOLUMES: | 121 | 1230 | 40 | 630 | 42 | 183 | 142 | 1704 | 485 | 4 | 3 | 20 | 4604 |

AM Peak Hr Begins at: 745 AM

| PEAK VOLUMES: | Northbound | | | | | | Eastbound | | | | | | TOTAL |
|---------------|------------|-----|----|-----|----|-----|-----------|-----|-----|----|----|----|-------|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
| | 72 | 725 | 24 | 356 | 29 | 102 | 90 | 913 | 266 | 3 | 1 | 8 | 2589 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.862 | 0.828 | 0.928 | 0.500 | 0.926 |
|-----------------|-------|-------|-------|-------|-------|

Southbound Westbound

| | Alton Parkway Southbound | | | Jeronimo Road Westbound | | | Alton Parkway Northbound | | | Jeronimo Road Eastbound | | | TOTAL |
|----------------|--------------------------|------|----|-------------------------|----|-----|--------------------------|------|-----|-------------------------|----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 10 | 198 | 1 | 46 | 0 | 27 | 1 | 126 | 48 | 5 | 4 | 21 | 487 |
| 4:15 PM | 16 | 143 | 1 | 48 | 3 | 14 | 2 | 146 | 49 | 3 | 4 | 9 | 438 |
| 4:30 PM | 17 | 255 | 1 | 63 | 3 | 18 | 1 | 155 | 66 | 6 | 6 | 40 | 631 |
| 4:45 PM | 13 | 201 | 0 | 50 | 1 | 23 | 4 | 178 | 59 | 6 | 6 | 14 | 555 |
| 5:00 PM | 20 | 282 | 1 | 81 | 4 | 23 | 2 | 250 | 75 | 7 | 12 | 31 | 788 |
| 5:15 PM | 17 | 225 | 0 | 76 | 4 | 22 | 1 | 263 | 94 | 2 | 3 | 13 | 720 |
| 5:30 PM | 13 | 208 | 1 | 72 | 1 | 28 | 0 | 223 | 91 | 5 | 7 | 14 | 663 |
| 5:45 PM | 11 | 156 | 0 | 53 | 2 | 21 | 2 | 210 | 93 | 2 | 4 | 9 | 563 |
| 6:00 PM | 10 | 145 | 0 | 40 | 0 | 6 | 0 | 198 | 78 | 2 | 3 | 8 | 490 |
| 6:15 PM | 5 | 119 | 0 | 54 | 1 | 10 | 1 | 162 | 70 | 2 | 2 | 9 | 435 |
| TOTAL VOLUMES: | 132 | 1932 | 5 | 583 | 19 | 192 | 14 | 1911 | 723 | 40 | 51 | 168 | 5770 |

PM Peak Hr Begins at: 500 PM

| PEAK VOLUMES: | Northbound | | | | | | Eastbound | | | | | | TOTAL |
|---------------|------------|-----|----|-----|----|----|-----------|-----|-----|----|----|----|-------|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
| | 61 | 871 | 2 | 282 | 11 | 94 | 5 | 946 | 353 | 16 | 26 | 67 | 2734 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.771 | 0.896 | 0.911 | 0.545 | 0.867 |
|-----------------|-------|-------|-------|-------|-------|

Southbound Westbound

Location: Irvine
 N/S: Alton Parkway
 E/W: Jeronimo Road
 Contol: Signalized



ITAM: 340
 Date: 6/5/2012
 Day: Tuesday

| | Alton Parkway Southbound | | | Jeronimo Road Westbound | | | Alton Parkway Northbound | | | Jeronimo Road Eastbound | | | TOTAL |
|----------------|--------------------------|------|----|-------------------------|----|-----|--------------------------|------|-----|-------------------------|----|----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 10 | 95 | 3 | 46 | 5 | 8 | 21 | 164 | 39 | 1 | 0 | 1 | 393 |
| 7:15 AM | 10 | 138 | 3 | 68 | 1 | 15 | 10 | 169 | 62 | 0 | 0 | 2 | 478 |
| 7:30 AM | 11 | 184 | 4 | 81 | 5 | 19 | 16 | 224 | 68 | 3 | 1 | 3 | 619 |
| 7:45 AM | 19 | 200 | 6 | 101 | 8 | 26 | 27 | 287 | 63 | 2 | 1 | 1 | 741 |
| 8:00 AM | 18 | 193 | 4 | 78 | 7 | 24 | 21 | 252 | 81 | 0 | 1 | 4 | 683 |
| 8:15 AM | 26 | 169 | 11 | 90 | 8 | 19 | 22 | 209 | 58 | 1 | 0 | 2 | 615 |
| 8:30 AM | 22 | 145 | 4 | 81 | 10 | 20 | 23 | 227 | 72 | 0 | 4 | 4 | 612 |
| 8:45 AM | 19 | 123 | 4 | 66 | 3 | 13 | 12 | 206 | 49 | 1 | 1 | 6 | 503 |
| TOTAL VOLUMES: | 135 | 1247 | 39 | 611 | 47 | 144 | 152 | 1738 | 492 | 8 | 8 | 23 | 4644 |

AM Peak Hr Begins at: 730 AM

| PEAK VOLUMES: | Northbound | | | | | | Eastbound | | | | | | TOTAL |
|---------------|------------|-----|----|-----|----|----|-----------|-----|-----|----|----|----|-------|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
| | 74 | 746 | 25 | 350 | 28 | 88 | 86 | 972 | 270 | 6 | 3 | 10 | 2658 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.939 | 0.863 | 0.881 | 0.679 | 0.897 |
|-----------------|-------|-------|-------|-------|-------|

Southbound Westbound

| | Alton Parkway Southbound | | | Jeronimo Road Westbound | | | Alton Parkway Northbound | | | Jeronimo Road Eastbound | | | TOTAL |
|----------------|--------------------------|------|----|-------------------------|----|-----|--------------------------|------|-----|-------------------------|----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 13 | 183 | 3 | 58 | 1 | 18 | 2 | 147 | 40 | 4 | 6 | 20 | 495 |
| 4:15 PM | 10 | 150 | 0 | 44 | 2 | 15 | 3 | 166 | 34 | 1 | 4 | 13 | 442 |
| 4:30 PM | 12 | 276 | 0 | 55 | 2 | 23 | 3 | 164 | 41 | 5 | 6 | 16 | 603 |
| 4:45 PM | 14 | 171 | 1 | 47 | 3 | 13 | 1 | 188 | 48 | 2 | 3 | 11 | 502 |
| 5:00 PM | 25 | 284 | 0 | 77 | 2 | 35 | 2 | 240 | 91 | 11 | 7 | 37 | 811 |
| 5:15 PM | 20 | 206 | 0 | 69 | 0 | 16 | 4 | 267 | 92 | 3 | 5 | 9 | 691 |
| 5:30 PM | 8 | 195 | 0 | 77 | 0 | 19 | 3 | 215 | 91 | 4 | 2 | 14 | 628 |
| 5:45 PM | 3 | 177 | 0 | 49 | 0 | 27 | 2 | 191 | 82 | 2 | 6 | 14 | 553 |
| 6:00 PM | 11 | 181 | 0 | 42 | 0 | 21 | 1 | 209 | 56 | 1 | 3 | 12 | 537 |
| 6:15 PM | 7 | 146 | 0 | 50 | 0 | 13 | 1 | 134 | 60 | 3 | 2 | 5 | 421 |
| TOTAL VOLUMES: | 123 | 1969 | 4 | 568 | 10 | 200 | 22 | 1921 | 635 | 36 | 44 | 151 | 5683 |

PM Peak Hr Begins at: 500 PM

| PEAK VOLUMES: | Northbound | | | | | | Eastbound | | | | | | TOTAL |
|---------------|------------|-----|----|-----|----|----|-----------|-----|-----|----|----|----|-------|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
| | 56 | 862 | 0 | 272 | 2 | 97 | 11 | 913 | 356 | 20 | 20 | 74 | 2683 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.743 | 0.814 | 0.882 | 0.518 | 0.827 |
|-----------------|-------|-------|-------|-------|-------|

Southbound Westbound

Location: Irvine
 N/S: Alton Parkway
 E/W: Barranca Parkway
 Contol: Signalized



ITAM: 341
 Date: 5/31/2012
 Day: Thursday

| | Alton Parkway Southbound | | | Barranca Parkway Westbound | | | Alton Parkway Northbound | | | Barranca Parkway Eastbound | | | TOTAL |
|----------------|--------------------------|-----|-----|----------------------------|-----|-----|--------------------------|------|-----|----------------------------|-----|----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 5 | 79 | 76 | 24 | 45 | 8 | 0 | 154 | 38 | 58 | 24 | 1 | 512 |
| 7:15 AM | 7 | 106 | 85 | 24 | 64 | 12 | 1 | 200 | 42 | 61 | 26 | 0 | 628 |
| 7:30 AM | 7 | 130 | 111 | 28 | 59 | 14 | 1 | 194 | 45 | 68 | 34 | 2 | 693 |
| 7:45 AM | 16 | 138 | 137 | 54 | 94 | 18 | 2 | 270 | 59 | 75 | 40 | 2 | 905 |
| 8:00 AM | 15 | 163 | 121 | 50 | 70 | 18 | 0 | 236 | 42 | 63 | 35 | 3 | 816 |
| 8:15 AM | 13 | 129 | 113 | 53 | 84 | 19 | 6 | 204 | 39 | 80 | 33 | 0 | 773 |
| 8:30 AM | 21 | 130 | 100 | 49 | 67 | 16 | 2 | 194 | 30 | 57 | 42 | 2 | 710 |
| 8:45 AM | 15 | 86 | 72 | 37 | 64 | 19 | 2 | 215 | 36 | 53 | 26 | 1 | 626 |
| TOTAL VOLUMES: | 99 | 961 | 815 | 319 | 547 | 124 | 14 | 1667 | 331 | 515 | 260 | 11 | 5663 |

AM Peak Hr Begins at: 745 AM

| PEAK VOLUMES: | Northbound | | | | | | Eastbound | | | | | | TOTAL |
|---------------|------------|-----|-----|-----|-----|----|-----------|-----|-----|-----|-----|----|-------|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
| | 65 | 560 | 471 | 206 | 315 | 71 | 10 | 904 | 170 | 275 | 150 | 7 | 3204 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.916 | 0.892 | 0.819 | 0.923 | 0.885 |
|-----------------|-------|-------|-------|-------|-------|

Southbound Westbound

| | Alton Parkway Southbound | | | Barranca Parkway Westbound | | | Alton Parkway Northbound | | | Barranca Parkway Eastbound | | | TOTAL |
|----------------|--------------------------|------|-----|----------------------------|-----|-----|--------------------------|------|-----|----------------------------|------|----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 35 | 147 | 68 | 27 | 52 | 12 | 1 | 97 | 64 | 73 | 65 | 3 | 644 |
| 4:15 PM | 23 | 130 | 53 | 27 | 44 | 14 | 1 | 100 | 33 | 72 | 60 | 1 | 558 |
| 4:30 PM | 24 | 217 | 111 | 31 | 51 | 18 | 0 | 114 | 61 | 99 | 93 | 1 | 820 |
| 4:45 PM | 22 | 162 | 82 | 19 | 37 | 14 | 2 | 156 | 68 | 82 | 84 | 2 | 730 |
| 5:00 PM | 40 | 226 | 117 | 38 | 39 | 29 | 3 | 161 | 93 | 160 | 147 | 1 | 1054 |
| 5:15 PM | 20 | 209 | 94 | 34 | 49 | 24 | 0 | 161 | 76 | 142 | 152 | 0 | 961 |
| 5:30 PM | 17 | 186 | 84 | 33 | 38 | 14 | 2 | 160 | 93 | 135 | 131 | 0 | 893 |
| 5:45 PM | 14 | 141 | 63 | 25 | 28 | 16 | 1 | 149 | 90 | 137 | 105 | 4 | 773 |
| 6:00 PM | 14 | 117 | 60 | 25 | 27 | 14 | 3 | 147 | 65 | 111 | 88 | 5 | 676 |
| 6:15 PM | 7 | 141 | 38 | 13 | 33 | 12 | 0 | 128 | 53 | 82 | 82 | 0 | 589 |
| TOTAL VOLUMES: | 216 | 1676 | 770 | 272 | 398 | 167 | 13 | 1373 | 696 | 1093 | 1007 | 17 | 7698 |

PM Peak Hr Begins at: 500 PM

| PEAK VOLUMES: | Northbound | | | | | | Eastbound | | | | | | TOTAL |
|---------------|------------|-----|-----|-----|-----|----|-----------|-----|-----|-----|-----|----|-------|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
| | 91 | 762 | 358 | 130 | 154 | 83 | 6 | 631 | 352 | 574 | 535 | 5 | 3681 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.790 | 0.857 | 0.962 | 0.904 | 0.873 |
|-----------------|-------|-------|-------|-------|-------|

Southbound Westbound

Location: Irvine
 N/S: Alton Parkway
 E/W: Barranca Parkway
 Contol: Signalized



ITAM: 341
 Date: 6/5/2012
 Day: Tuesday

| | Alton Parkway Southbound | | | Barranca Parkway Westbound | | | Alton Parkway Northbound | | | Barranca Parkway Eastbound | | | TOTAL |
|----------------|--------------------------|-----|-----|----------------------------|-----|-----|--------------------------|------|-----|----------------------------|-----|----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 8 | 72 | 64 | 10 | 64 | 10 | 1 | 172 | 35 | 29 | 19 | 0 | 484 |
| 7:15 AM | 9 | 96 | 96 | 20 | 61 | 16 | 0 | 171 | 33 | 65 | 26 | 2 | 595 |
| 7:30 AM | 10 | 128 | 120 | 37 | 80 | 14 | 1 | 240 | 43 | 64 | 30 | 1 | 768 |
| 7:45 AM | 19 | 139 | 131 | 53 | 70 | 18 | 0 | 256 | 55 | 81 | 38 | 1 | 861 |
| 8:00 AM | 12 | 138 | 122 | 42 | 82 | 21 | 3 | 246 | 42 | 71 | 19 | 1 | 799 |
| 8:15 AM | 18 | 134 | 110 | 55 | 100 | 19 | 3 | 189 | 26 | 80 | 27 | 2 | 763 |
| 8:30 AM | 10 | 136 | 92 | 35 | 58 | 21 | 1 | 220 | 36 | 71 | 31 | 0 | 711 |
| 8:45 AM | 12 | 100 | 83 | 31 | 64 | 16 | 2 | 182 | 37 | 68 | 35 | 2 | 632 |
| TOTAL VOLUMES: | 98 | 943 | 818 | 283 | 579 | 135 | 11 | 1676 | 307 | 529 | 225 | 9 | 5613 |

AM Peak Hr Begins at: 730 AM

| PEAK VOLUMES: | Northbound | | | | | | Eastbound | | | | | | TOTAL |
|---------------|------------|-----|-----|-----|-----|----|-----------|-----|-----|-----|-----|----|-------|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
| | 59 | 539 | 483 | 187 | 332 | 72 | 7 | 931 | 166 | 296 | 114 | 5 | 3191 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.935 | 0.849 | 0.887 | 0.865 | 0.927 |
|-----------------|-------|-------|-------|-------|-------|

Southbound Westbound

| | Alton Parkway Southbound | | | Barranca Parkway Westbound | | | Alton Parkway Northbound | | | Barranca Parkway Eastbound | | | TOTAL |
|----------------|--------------------------|------|-----|----------------------------|-----|-----|--------------------------|------|-----|----------------------------|------|----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 24 | 173 | 66 | 33 | 36 | 13 | 2 | 105 | 57 | 71 | 67 | 2 | 649 |
| 4:15 PM | 20 | 115 | 57 | 45 | 39 | 15 | 2 | 117 | 50 | 60 | 73 | 1 | 594 |
| 4:30 PM | 35 | 219 | 106 | 33 | 66 | 21 | 0 | 118 | 62 | 78 | 82 | 2 | 822 |
| 4:45 PM | 10 | 131 | 78 | 40 | 39 | 17 | 2 | 137 | 48 | 86 | 96 | 0 | 684 |
| 5:00 PM | 36 | 239 | 119 | 39 | 37 | 24 | 3 | 168 | 77 | 138 | 127 | 0 | 1007 |
| 5:15 PM | 19 | 183 | 95 | 38 | 46 | 21 | 3 | 176 | 86 | 158 | 169 | 3 | 997 |
| 5:30 PM | 20 | 167 | 94 | 26 | 54 | 19 | 4 | 160 | 81 | 112 | 116 | 1 | 854 |
| 5:45 PM | 20 | 148 | 89 | 21 | 43 | 12 | 1 | 142 | 75 | 149 | 118 | 0 | 818 |
| 6:00 PM | 15 | 177 | 59 | 13 | 28 | 11 | 0 | 125 | 53 | 106 | 105 | 2 | 694 |
| 6:15 PM | 14 | 119 | 48 | 24 | 31 | 7 | 1 | 104 | 62 | 82 | 74 | 0 | 566 |
| TOTAL VOLUMES: | 213 | 1671 | 811 | 312 | 419 | 160 | 18 | 1352 | 651 | 1040 | 1027 | 11 | 7685 |

PM Peak Hr Begins at: 500 PM

| PEAK VOLUMES: | Northbound | | | | | | Eastbound | | | | | | TOTAL |
|---------------|------------|-----|-----|-----|-----|----|-----------|-----|-----|-----|-----|----|-------|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
| | 95 | 737 | 397 | 124 | 180 | 76 | 11 | 646 | 319 | 557 | 530 | 4 | 3676 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.780 | 0.905 | 0.921 | 0.827 | 0.913 |
|-----------------|-------|-------|-------|-------|-------|

Southbound Westbound

Location: Irvine
 N/S: Bake Parkway
 E/W: I-5 NB Ramps
 Contol: Signalized



ITAM: 367
 Date: 4/10/2012
 Day: Tuesday

| | Bake Parkway Southbound | | | I-5 NB Ramps Westbound | | | Bake Parkway Northbound | | | I-5 NB Ramps Eastbound | | | TOTAL |
|----------------|-------------------------|-----|------|------------------------|----|------|-------------------------|------|-----|------------------------|----|----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 0 | 62 | 482 | 23 | 0 | 110 | 0 | 576 | 101 | 0 | 0 | 0 | 1354 |
| 7:15 AM | 0 | 77 | 504 | 31 | 0 | 135 | 0 | 690 | 118 | 0 | 0 | 0 | 1555 |
| 7:30 AM | 0 | 90 | 516 | 40 | 0 | 174 | 0 | 817 | 85 | 0 | 0 | 0 | 1722 |
| 7:45 AM | 0 | 136 | 512 | 31 | 0 | 196 | 0 | 759 | 81 | 0 | 0 | 0 | 1715 |
| 8:00 AM | 0 | 104 | 374 | 44 | 0 | 200 | 0 | 710 | 55 | 0 | 0 | 0 | 1487 |
| 8:15 AM | 0 | 106 | 401 | 41 | 0 | 188 | 0 | 641 | 45 | 0 | 0 | 0 | 1422 |
| 8:30 AM | 0 | 124 | 400 | 29 | 0 | 173 | 0 | 596 | 65 | 0 | 0 | 0 | 1387 |
| 8:45 AM | 0 | 113 | 412 | 48 | 0 | 191 | 0 | 579 | 61 | 0 | 0 | 0 | 1404 |
| TOTAL VOLUMES: | 0 | 812 | 3601 | 287 | 0 | 1367 | 0 | 5368 | 611 | 0 | 0 | 0 | 12046 |

AM Peak Hr Begins at: 715 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|-----|------|-----|----|-----|----|------|-----|----|----|----|-------|
| PEAK VOLUMES: | 0 | 407 | 1906 | 146 | 0 | 705 | 0 | 2976 | 339 | 0 | 0 | 0 | 6479 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.892 | 0.872 | 0.919 | 0.000 | 0.941 |
|-----------------|-------|-------|-------|-------|-------|

| | Bake Parkway Southbound | | | I-5 NB Ramps Westbound | | | Bake Parkway Northbound | | | I-5 NB Ramps Eastbound | | | TOTAL |
|----------------|-------------------------|------|------|------------------------|----|-----|-------------------------|------|------|------------------------|----|----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 0 | 181 | 613 | 10 | 0 | 57 | 0 | 443 | 255 | 0 | 0 | 0 | 1559 |
| 4:15 PM | 0 | 147 | 594 | 10 | 0 | 53 | 0 | 524 | 201 | 0 | 0 | 0 | 1529 |
| 4:30 PM | 0 | 170 | 640 | 11 | 0 | 57 | 0 | 534 | 235 | 0 | 0 | 0 | 1647 |
| 4:45 PM | 0 | 166 | 694 | 11 | 0 | 56 | 0 | 593 | 185 | 0 | 0 | 0 | 1705 |
| 5:00 PM | 0 | 207 | 724 | 19 | 0 | 65 | 0 | 529 | 335 | 0 | 0 | 0 | 1879 |
| 5:15 PM | 0 | 264 | 675 | 10 | 0 | 60 | 0 | 596 | 285 | 0 | 0 | 0 | 1890 |
| 5:30 PM | 0 | 197 | 595 | 11 | 0 | 61 | 0 | 583 | 201 | 0 | 0 | 0 | 1648 |
| 5:45 PM | 0 | 168 | 540 | 8 | 0 | 68 | 0 | 577 | 185 | 0 | 0 | 0 | 1546 |
| 6:00 PM | 0 | 168 | 545 | 7 | 0 | 50 | 0 | 498 | 215 | 0 | 0 | 0 | 1483 |
| 6:15 PM | 0 | 142 | 504 | 7 | 0 | 41 | 0 | 462 | 195 | 0 | 0 | 0 | 1351 |
| TOTAL VOLUMES: | 0 | 1810 | 6124 | 104 | 0 | 568 | 0 | 5339 | 2292 | 0 | 0 | 0 | 16237 |

PM Peak Hr Begins at: 445 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|-----|------|----|----|-----|----|------|------|----|----|----|-------|
| PEAK VOLUMES: | 0 | 834 | 2688 | 51 | 0 | 242 | 0 | 2301 | 1006 | 0 | 0 | 0 | 7122 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.938 | 0.872 | 0.938 | 0.000 | 0.942 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: Bake Parkway
 E/W: I-5 NB Ramps
 Contol: Signalized



ITAM: 367
 Date: 4/12/2012
 Day: Thursday

| | Bake Parkway Southbound | | | I-5 NB Ramps Westbound | | | Bake Parkway Northbound | | | I-5 NB Ramps Eastbound | | | TOTAL |
|-----------------------|-------------------------|-----|------|------------------------|----|------|-------------------------|------|-----|------------------------|----|----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 0 | 82 | 454 | 24 | 0 | 121 | 0 | 548 | 66 | 0 | 0 | 0 | 1295 |
| 7:15 AM | 0 | 73 | 491 | 36 | 0 | 119 | 0 | 647 | 54 | 0 | 0 | 0 | 1420 |
| 7:30 AM | 0 | 92 | 447 | 27 | 0 | 164 | 0 | 700 | 53 | 0 | 0 | 0 | 1483 |
| 7:45 AM | 0 | 118 | 373 | 38 | 0 | 190 | 0 | 799 | 71 | 0 | 0 | 0 | 1589 |
| 8:00 AM | 0 | 88 | 357 | 38 | 0 | 158 | 0 | 616 | 62 | 0 | 0 | 0 | 1319 |
| 8:15 AM | 0 | 114 | 428 | 47 | 0 | 177 | 0 | 650 | 86 | 0 | 0 | 0 | 1502 |
| 8:30 AM | 0 | 97 | 385 | 30 | 0 | 169 | 0 | 623 | 60 | 0 | 0 | 0 | 1364 |
| 8:45 AM | 0 | 125 | 385 | 43 | 0 | 153 | 0 | 620 | 78 | 0 | 0 | 0 | 1404 |
| TOTAL VOLUMES: | 0 | 789 | 3320 | 283 | 0 | 1251 | 0 | 5203 | 530 | 0 | 0 | 0 | 11376 |

AM Peak Hr Begins at: 730 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|-----|------|-----|----|-----|----|------|-----|----|----|----|-------|
| PEAK VOLUMES: | 0 | 412 | 1605 | 150 | 0 | 689 | 0 | 2765 | 272 | 0 | 0 | 0 | 5893 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.930 | 0.920 | 0.873 | 0.000 | 0.927 |
|-----------------|-------|-------|-------|-------|-------|

| | Bake Parkway Southbound | | | I-5 NB Ramps Westbound | | | Bake Parkway Northbound | | | I-5 NB Ramps Eastbound | | | TOTAL |
|-----------------------|-------------------------|------|------|------------------------|----|-----|-------------------------|------|------|------------------------|----|----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 0 | 174 | 545 | 16 | 0 | 55 | 0 | 399 | 251 | 0 | 0 | 0 | 1440 |
| 4:15 PM | 0 | 196 | 580 | 16 | 0 | 68 | 0 | 489 | 185 | 0 | 0 | 0 | 1534 |
| 4:30 PM | 0 | 156 | 655 | 15 | 0 | 69 | 0 | 461 | 240 | 0 | 0 | 0 | 1596 |
| 4:45 PM | 0 | 195 | 610 | 11 | 0 | 65 | 0 | 542 | 167 | 0 | 0 | 0 | 1590 |
| 5:00 PM | 0 | 235 | 703 | 12 | 0 | 43 | 0 | 599 | 296 | 0 | 0 | 0 | 1888 |
| 5:15 PM | 0 | 250 | 704 | 5 | 0 | 60 | 0 | 595 | 291 | 0 | 0 | 0 | 1905 |
| 5:30 PM | 0 | 182 | 610 | 8 | 0 | 45 | 0 | 592 | 220 | 0 | 0 | 0 | 1657 |
| 5:45 PM | 0 | 178 | 544 | 7 | 0 | 71 | 0 | 601 | 220 | 0 | 0 | 0 | 1621 |
| 6:00 PM | 0 | 162 | 556 | 5 | 0 | 42 | 0 | 480 | 203 | 0 | 0 | 0 | 1448 |
| 6:15 PM | 0 | 169 | 491 | 4 | 0 | 39 | 0 | 467 | 156 | 0 | 0 | 0 | 1326 |
| TOTAL VOLUMES: | 0 | 1897 | 5998 | 99 | 0 | 557 | 0 | 5225 | 2229 | 0 | 0 | 0 | 16005 |

PM Peak Hr Begins at: 500 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|-----|------|----|----|-----|----|------|------|----|----|----|-------|
| PEAK VOLUMES: | 0 | 845 | 2561 | 32 | 0 | 219 | 0 | 2387 | 1027 | 0 | 0 | 0 | 7071 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.893 | 0.804 | 0.954 | 0.000 | 0.928 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: Bake Parkway
 E/W: I-5 SB Ramps
 Contol: Signalized



ITAM: 368
 Date: 4/10/2012
 Day: Tuesday

| | Bake Parkway Southbound | | | I-5 SB Ramps Westbound | | | Bake Parkway Northbound | | | I-5 SB Ramps Eastbound | | | TOTAL |
|----------------|-------------------------|-----|-----|------------------------|----|----|-------------------------|-----|----|------------------------|----|------|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 0 | 52 | 27 | 0 | 0 | 0 | 0 | 102 | 5 | 583 | 0 | 73 | 842 |
| 7:15 AM | 0 | 83 | 29 | 0 | 0 | 0 | 0 | 122 | 4 | 688 | 0 | 102 | 1028 |
| 7:30 AM | 0 | 74 | 51 | 0 | 0 | 0 | 0 | 109 | 7 | 781 | 0 | 121 | 1143 |
| 7:45 AM | 0 | 110 | 67 | 0 | 0 | 0 | 0 | 159 | 5 | 687 | 0 | 150 | 1178 |
| 8:00 AM | 0 | 101 | 50 | 0 | 0 | 0 | 0 | 115 | 6 | 637 | 0 | 165 | 1074 |
| 8:15 AM | 0 | 95 | 55 | 0 | 0 | 0 | 0 | 129 | 10 | 567 | 0 | 161 | 1017 |
| 8:30 AM | 0 | 98 | 42 | 0 | 0 | 0 | 0 | 148 | 8 | 517 | 0 | 145 | 958 |
| 8:45 AM | 0 | 110 | 65 | 0 | 0 | 0 | 0 | 112 | 5 | 529 | 0 | 115 | 936 |
| TOTAL VOLUMES: | 0 | 723 | 386 | 0 | 0 | 0 | 0 | 996 | 50 | 4989 | 0 | 1032 | 8176 |

AM Peak Hr Begins at: 715 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|-----|-----|----|----|----|----|-----|----|------|----|-----|-------|
| PEAK VOLUMES: | 0 | 368 | 197 | 0 | 0 | 0 | 0 | 505 | 22 | 2793 | 0 | 538 | 4423 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.798 | 0.000 | 0.803 | 0.923 | 0.939 |
|-----------------|-------|-------|-------|-------|-------|

| | Bake Parkway Southbound | | | I-5 SB Ramps Westbound | | | Bake Parkway Northbound | | | I-5 SB Ramps Eastbound | | | TOTAL |
|----------------|-------------------------|-----|------|------------------------|----|----|-------------------------|------|-----|------------------------|----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 0 | 75 | 103 | 0 | 0 | 0 | 0 | 313 | 39 | 403 | 0 | 53 | 986 |
| 4:15 PM | 0 | 71 | 87 | 0 | 0 | 0 | 0 | 234 | 23 | 476 | 0 | 53 | 944 |
| 4:30 PM | 0 | 83 | 106 | 0 | 0 | 0 | 0 | 319 | 19 | 457 | 1 | 53 | 1038 |
| 4:45 PM | 0 | 80 | 98 | 0 | 0 | 0 | 0 | 228 | 32 | 533 | 2 | 49 | 1022 |
| 5:00 PM | 0 | 100 | 131 | 0 | 0 | 0 | 0 | 419 | 41 | 470 | 0 | 40 | 1201 |
| 5:15 PM | 0 | 125 | 137 | 0 | 0 | 0 | 0 | 311 | 19 | 551 | 0 | 51 | 1194 |
| 5:30 PM | 0 | 83 | 91 | 0 | 0 | 0 | 0 | 305 | 26 | 492 | 0 | 58 | 1055 |
| 5:45 PM | 0 | 72 | 105 | 0 | 0 | 0 | 0 | 236 | 33 | 506 | 0 | 28 | 980 |
| 6:00 PM | 0 | 53 | 117 | 0 | 0 | 0 | 0 | 279 | 31 | 458 | 1 | 39 | 978 |
| 6:15 PM | 0 | 57 | 95 | 0 | 0 | 0 | 0 | 214 | 16 | 428 | 0 | 46 | 856 |
| TOTAL VOLUMES: | 0 | 799 | 1070 | 0 | 0 | 0 | 0 | 2858 | 279 | 4774 | 4 | 470 | 10254 |

PM Peak Hr Begins at: 445 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|-----|-----|----|----|----|----|------|-----|------|----|-----|-------|
| PEAK VOLUMES: | 0 | 388 | 457 | 0 | 0 | 0 | 0 | 1263 | 118 | 2046 | 2 | 198 | 4472 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.806 | 0.000 | 0.751 | 0.933 | 0.931 |
|-----------------|-------|-------|-------|-------|-------|

Location: Irvine
 N/S: Bake Parkway
 E/W: I-5 SB Ramps
 Contol: Signalized



ITAM: 368
 Date: 4/12/2012
 Day: Thursday

| | Bake Parkway Southbound | | | I-5 SB Ramps Westbound | | | Bake Parkway Northbound | | | I-5 SB Ramps Eastbound | | | TOTAL |
|----------------|-------------------------|-----|-----|------------------------|----|----|-------------------------|-----|----|------------------------|----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 7:00 AM | 0 | 56 | 36 | 0 | 0 | 0 | 0 | 96 | 5 | 534 | 0 | 89 | 816 |
| 7:15 AM | 0 | 69 | 38 | 0 | 0 | 0 | 0 | 94 | 2 | 683 | 0 | 89 | 975 |
| 7:30 AM | 0 | 97 | 43 | 0 | 0 | 0 | 0 | 102 | 3 | 660 | 0 | 90 | 995 |
| 7:45 AM | 0 | 95 | 44 | 0 | 0 | 0 | 0 | 102 | 2 | 684 | 0 | 135 | 1062 |
| 8:00 AM | 0 | 98 | 28 | 0 | 0 | 0 | 0 | 113 | 3 | 591 | 0 | 128 | 961 |
| 8:15 AM | 0 | 97 | 60 | 0 | 0 | 0 | 0 | 122 | 6 | 595 | 0 | 143 | 1023 |
| 8:30 AM | 0 | 84 | 54 | 0 | 0 | 0 | 0 | 129 | 4 | 569 | 0 | 142 | 982 |
| 8:45 AM | 0 | 103 | 63 | 0 | 0 | 0 | 0 | 124 | 2 | 508 | 0 | 120 | 920 |
| TOTAL VOLUMES: | 0 | 699 | 366 | 0 | 0 | 0 | 0 | 882 | 27 | 4824 | 0 | 936 | 7734 |

AM Peak Hr Begins at: 730 AM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|-----|-----|----|----|----|----|-----|----|------|----|-----|-------|
| PEAK VOLUMES: | 0 | 387 | 175 | 0 | 0 | 0 | 0 | 439 | 14 | 2530 | 0 | 496 | 4041 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.895 | 0.000 | 0.885 | 0.924 | 0.951 |
|-----------------|-------|-------|-------|-------|-------|

| | Bake Parkway Southbound | | | I-5 SB Ramps Westbound | | | Bake Parkway Northbound | | | I-5 SB Ramps Eastbound | | | TOTAL |
|----------------|-------------------------|-----|------|------------------------|----|----|-------------------------|------|-----|------------------------|----|-----|-------|
| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | |
| 4:00 PM | 0 | 68 | 126 | 0 | 0 | 0 | 0 | 292 | 22 | 382 | 0 | 48 | 938 |
| 4:15 PM | 0 | 88 | 128 | 0 | 0 | 0 | 0 | 231 | 19 | 454 | 0 | 41 | 961 |
| 4:30 PM | 0 | 76 | 130 | 0 | 0 | 0 | 0 | 215 | 16 | 530 | 0 | 54 | 1021 |
| 4:45 PM | 0 | 61 | 101 | 0 | 0 | 0 | 0 | 265 | 13 | 413 | 0 | 44 | 897 |
| 5:00 PM | 0 | 89 | 179 | 0 | 0 | 0 | 0 | 345 | 30 | 519 | 0 | 48 | 1210 |
| 5:15 PM | 0 | 99 | 150 | 0 | 0 | 0 | 0 | 341 | 17 | 555 | 0 | 41 | 1203 |
| 5:30 PM | 0 | 87 | 104 | 0 | 0 | 0 | 0 | 293 | 22 | 549 | 0 | 35 | 1090 |
| 5:45 PM | 0 | 89 | 101 | 0 | 0 | 0 | 0 | 244 | 4 | 498 | 0 | 37 | 973 |
| 6:00 PM | 0 | 57 | 105 | 0 | 0 | 0 | 0 | 243 | 25 | 473 | 0 | 36 | 939 |
| 6:15 PM | 0 | 63 | 112 | 0 | 0 | 0 | 0 | 193 | 30 | 439 | 0 | 37 | 874 |
| TOTAL VOLUMES: | 0 | 777 | 1236 | 0 | 0 | 0 | 0 | 2662 | 198 | 4812 | 0 | 421 | 10106 |

PM Peak Hr Begins at: 500 PM

| | SL | ST | SR | WL | WT | WR | NL | NT | NR | EL | ET | ER | TOTAL |
|---------------|----|-----|-----|----|----|----|----|------|----|------|----|-----|-------|
| PEAK VOLUMES: | 0 | 364 | 534 | 0 | 0 | 0 | 0 | 1223 | 73 | 2121 | 0 | 161 | 4476 |

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| PEAK HR FACTOR: | 0.838 | 0.000 | 0.864 | 0.957 | 0.925 |
|-----------------|-------|-------|-------|-------|-------|

City of Irvine
 N/S: Sand Canyon Avenue
 E/W: Burt Road
 Weather: Sunny

File Name : 444_IRVSCBUAM
 Site Code : 12104111
 Start Date : 3/29/2012
 Page No : 1

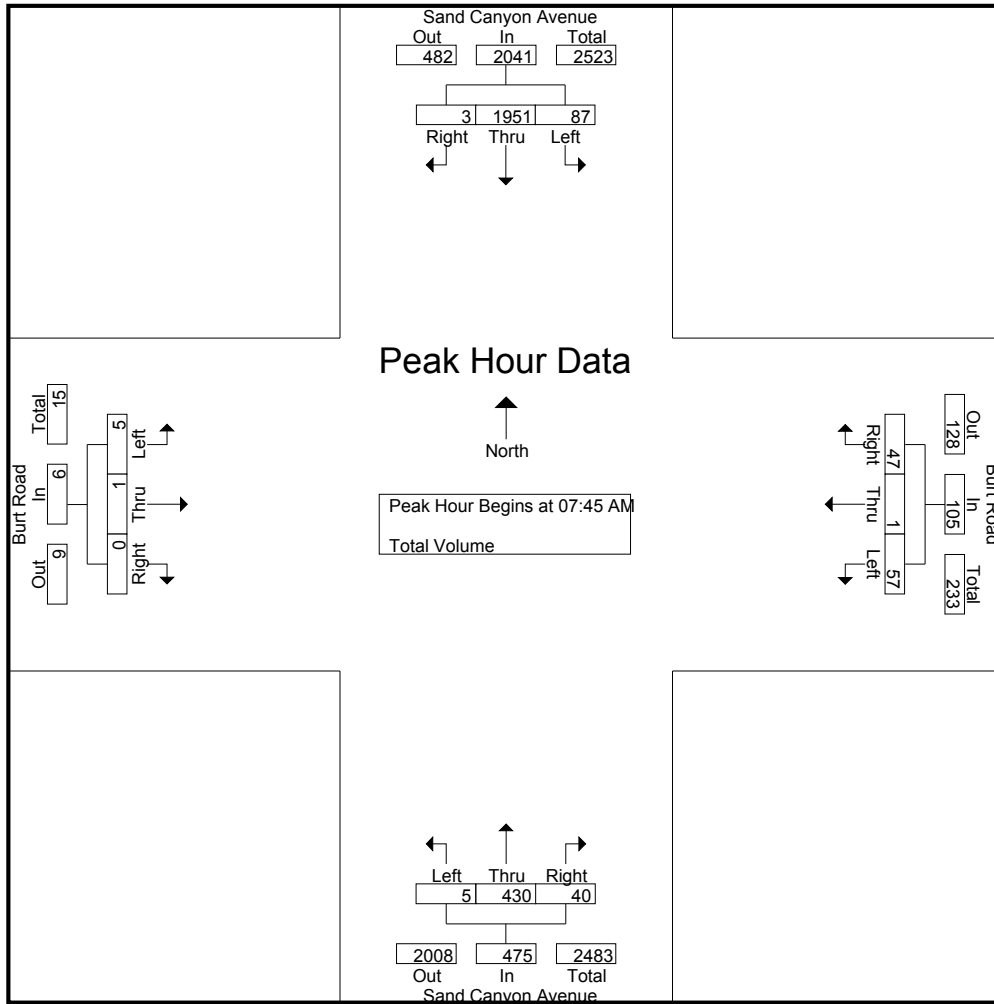
Groups Printed- Total Volume

| Start Time | Sand Canyon Avenue Southbound | | | | Burt Road Westbound | | | | Sand Canyon Avenue Northbound | | | | Burt Road Eastbound | | | | Int. Total |
|-------------|-------------------------------|------|-------|------------|---------------------|------|-------|------------|-------------------------------|------|-------|------------|---------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 07:00 AM | 15 | 376 | 1 | 392 | 7 | 1 | 12 | 20 | 1 | 89 | 9 | 99 | 2 | 0 | 0 | 2 | 513 |
| 07:15 AM | 16 | 422 | 0 | 438 | 9 | 0 | 14 | 23 | 0 | 83 | 5 | 88 | 0 | 0 | 1 | 1 | 550 |
| 07:30 AM | 19 | 467 | 1 | 487 | 21 | 0 | 10 | 31 | 0 | 82 | 5 | 87 | 1 | 0 | 0 | 1 | 606 |
| 07:45 AM | 28 | 569 | 2 | 599 | 18 | 0 | 11 | 29 | 2 | 93 | 9 | 104 | 2 | 1 | 0 | 3 | 735 |
| Total | 78 | 1834 | 4 | 1916 | 55 | 1 | 47 | 103 | 3 | 347 | 28 | 378 | 5 | 1 | 1 | 7 | 2404 |
| 08:00 AM | 22 | 429 | 1 | 452 | 13 | 0 | 10 | 23 | 1 | 108 | 6 | 115 | 1 | 0 | 0 | 1 | 591 |
| 08:15 AM | 17 | 477 | 0 | 494 | 17 | 1 | 9 | 27 | 0 | 102 | 15 | 117 | 1 | 0 | 0 | 1 | 639 |
| 08:30 AM | 20 | 476 | 0 | 496 | 9 | 0 | 17 | 26 | 2 | 127 | 10 | 139 | 1 | 0 | 0 | 1 | 662 |
| 08:45 AM | 30 | 444 | 2 | 476 | 19 | 0 | 14 | 33 | 1 | 91 | 13 | 105 | 1 | 0 | 1 | 2 | 616 |
| Total | 89 | 1826 | 3 | 1918 | 58 | 1 | 50 | 109 | 4 | 428 | 44 | 476 | 4 | 0 | 1 | 5 | 2508 |
| Grand Total | 167 | 3660 | 7 | 3834 | 113 | 2 | 97 | 212 | 7 | 775 | 72 | 854 | 9 | 1 | 2 | 12 | 4912 |
| Apprch % | 4.4 | 95.5 | 0.2 | | 53.3 | 0.9 | 45.8 | | 0.8 | 90.7 | 8.4 | | 75 | 8.3 | 16.7 | | |
| Total % | 3.4 | 74.5 | 0.1 | 78.1 | 2.3 | 0 | 2 | 4.3 | 0.1 | 15.8 | 1.5 | 17.4 | 0.2 | 0 | 0 | 0.2 | |

| Start Time | Sand Canyon Avenue Southbound | | | | Burt Road Westbound | | | | Sand Canyon Avenue Northbound | | | | Burt Road Eastbound | | | | Int. Total |
|--|-------------------------------|------|-------|------------|---------------------|------|-------|------------|-------------------------------|------|-------|------------|---------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | |
| 07:45 AM | 28 | 569 | 2 | 599 | 18 | 0 | 11 | 29 | 2 | 93 | 9 | 104 | 2 | 1 | 0 | 3 | 735 |
| 08:00 AM | 22 | 429 | 1 | 452 | 13 | 0 | 10 | 23 | 1 | 108 | 6 | 115 | 1 | 0 | 0 | 1 | 591 |
| 08:15 AM | 17 | 477 | 0 | 494 | 17 | 1 | 9 | 27 | 0 | 102 | 15 | 117 | 1 | 0 | 0 | 1 | 639 |
| 08:30 AM | 20 | 476 | 0 | 496 | 9 | 0 | 17 | 26 | 2 | 127 | 10 | 139 | 1 | 0 | 0 | 1 | 662 |
| Total Volume | 87 | 1951 | 3 | 2041 | 57 | 1 | 47 | 105 | 5 | 430 | 40 | 475 | 5 | 1 | 0 | 6 | 2627 |
| % App. Total | 4.3 | 95.6 | 0.1 | | 54.3 | 1 | 44.8 | | 1.1 | 90.5 | 8.4 | | 83.3 | 16.7 | 0 | | |
| PHF | .777 | .857 | .375 | .852 | .792 | .250 | .691 | .905 | .625 | .846 | .667 | .854 | .625 | .250 | .000 | .500 | .894 |

City of Irvine
 N/S: Sand Canyon Avenue
 E/W: Burt Road
 Weather: Sunny

File Name : 444_IRVSCBUAM
 Site Code : 12104111
 Start Date : 3/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 07:45 AM | | | | 07:30 AM | | | | 08:00 AM | | | | 07:00 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 28 | 569 | 2 | 599 | 21 | 0 | 10 | 31 | 1 | 108 | 6 | 115 | 2 | 0 | 0 | 2 |
| +15 mins. | 22 | 429 | 1 | 452 | 18 | 0 | 11 | 29 | 0 | 102 | 15 | 117 | 0 | 0 | 1 | 1 |
| +30 mins. | 17 | 477 | 0 | 494 | 13 | 0 | 10 | 23 | 2 | 127 | 10 | 139 | 1 | 0 | 0 | 1 |
| +45 mins. | 20 | 476 | 0 | 496 | 17 | 1 | 9 | 27 | 1 | 91 | 13 | 105 | 2 | 1 | 0 | 3 |
| Total Volume | 87 | 1951 | 3 | 2041 | 69 | 1 | 40 | 110 | 4 | 428 | 44 | 476 | 5 | 1 | 1 | 7 |
| % App. Total | 4.3 | 95.6 | 0.1 | | 62.7 | 0.9 | 36.4 | | 0.8 | 89.9 | 9.2 | | 71.4 | 14.3 | 14.3 | |
| PHF | .777 | .857 | .375 | .852 | .821 | .250 | .909 | .887 | .500 | .843 | .733 | .856 | .625 | .250 | .250 | .583 |

City of Irvine
 N/S: Sand Canyon Avenue
 E/W: Burt Road
 Weather: Sunny

File Name : 444_IRVSCBUPM
 Site Code : 12104111
 Start Date : 3/29/2012
 Page No : 1

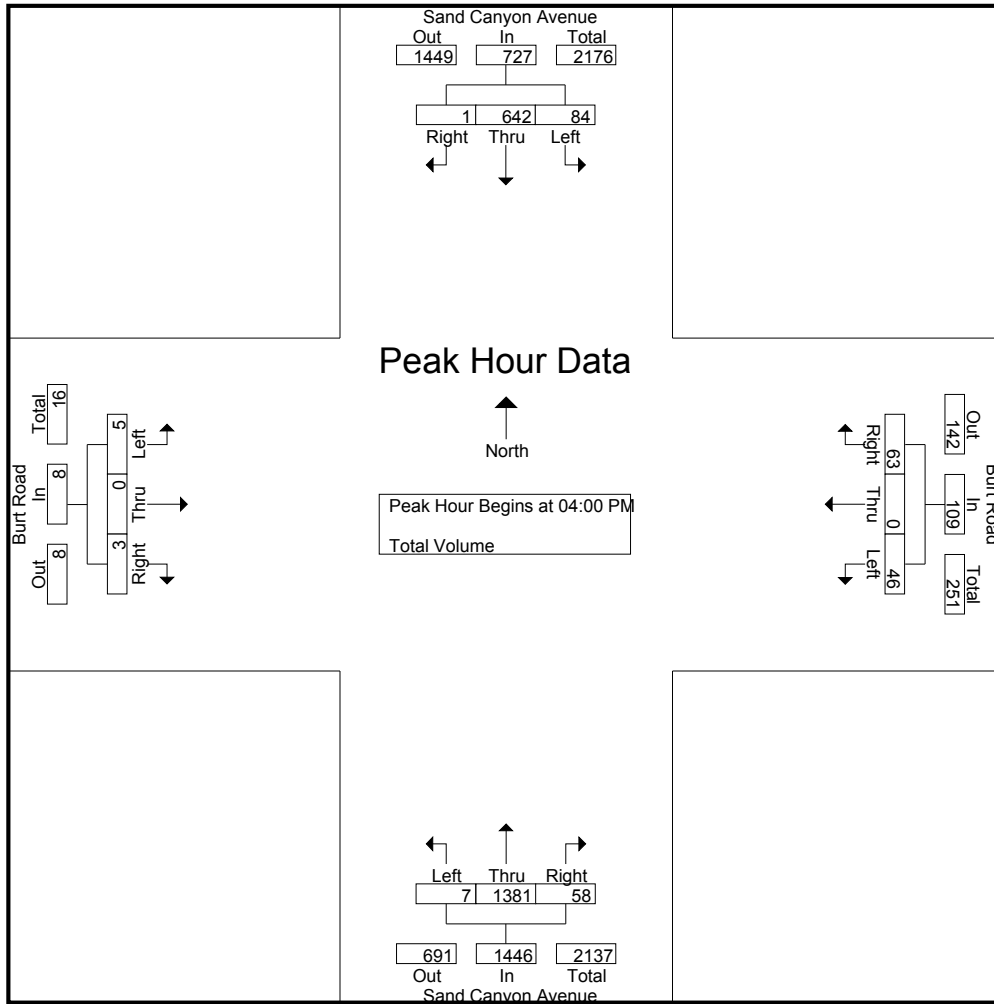
Groups Printed- Total Volume

| Start Time | Sand Canyon Avenue Southbound | | | | Burt Road Westbound | | | | Sand Canyon Avenue Northbound | | | | Burt Road Eastbound | | | | Int. Total |
|-------------|-------------------------------|------|-------|------------|---------------------|------|-------|------------|-------------------------------|------|-------|------------|---------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 04:00 PM | 21 | 172 | 0 | 193 | 6 | 0 | 10 | 16 | 3 | 354 | 8 | 365 | 2 | 0 | 3 | 5 | 579 |
| 04:15 PM | 22 | 170 | 0 | 192 | 7 | 0 | 16 | 23 | 2 | 324 | 10 | 336 | 0 | 0 | 0 | 0 | 551 |
| 04:30 PM | 15 | 152 | 0 | 167 | 12 | 0 | 19 | 31 | 1 | 296 | 16 | 313 | 2 | 0 | 0 | 2 | 513 |
| 04:45 PM | 26 | 148 | 1 | 175 | 21 | 0 | 18 | 39 | 1 | 407 | 24 | 432 | 1 | 0 | 0 | 1 | 647 |
| Total | 84 | 642 | 1 | 727 | 46 | 0 | 63 | 109 | 7 | 1381 | 58 | 1446 | 5 | 0 | 3 | 8 | 2290 |
| 05:00 PM | 24 | 157 | 3 | 184 | 11 | 0 | 17 | 28 | 0 | 347 | 10 | 357 | 0 | 0 | 1 | 1 | 570 |
| 05:15 PM | 21 | 171 | 2 | 194 | 7 | 0 | 15 | 22 | 0 | 309 | 11 | 320 | 4 | 1 | 0 | 5 | 541 |
| 05:30 PM | 19 | 162 | 1 | 182 | 9 | 0 | 15 | 24 | 0 | 301 | 16 | 317 | 0 | 0 | 0 | 0 | 523 |
| 05:45 PM | 23 | 146 | 0 | 169 | 7 | 0 | 17 | 24 | 1 | 323 | 21 | 345 | 0 | 0 | 0 | 0 | 538 |
| Total | 87 | 636 | 6 | 729 | 34 | 0 | 64 | 98 | 1 | 1280 | 58 | 1339 | 4 | 1 | 1 | 6 | 2172 |
| Grand Total | 171 | 1278 | 7 | 1456 | 80 | 0 | 127 | 207 | 8 | 2661 | 116 | 2785 | 9 | 1 | 4 | 14 | 4462 |
| Apprch % | 11.7 | 87.8 | 0.5 | | 38.6 | 0 | 61.4 | | 0.3 | 95.5 | 4.2 | | 64.3 | 7.1 | 28.6 | | |
| Total % | 3.8 | 28.6 | 0.2 | 32.6 | 1.8 | 0 | 2.8 | 4.6 | 0.2 | 59.6 | 2.6 | 62.4 | 0.2 | 0 | 0.1 | 0.3 | |

| Start Time | Sand Canyon Avenue Southbound | | | | Burt Road Westbound | | | | Sand Canyon Avenue Northbound | | | | Burt Road Eastbound | | | | Int. Total |
|--|-------------------------------|------|-------|------------|---------------------|------|-------|------------|-------------------------------|------|-------|------------|---------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 21 | 172 | 0 | 193 | 6 | 0 | 10 | 16 | 3 | 354 | 8 | 365 | 2 | 0 | 3 | 5 | 579 |
| 04:15 PM | 22 | 170 | 0 | 192 | 7 | 0 | 16 | 23 | 2 | 324 | 10 | 336 | 0 | 0 | 0 | 0 | 551 |
| 04:30 PM | 15 | 152 | 0 | 167 | 12 | 0 | 19 | 31 | 1 | 296 | 16 | 313 | 2 | 0 | 0 | 2 | 513 |
| 04:45 PM | 26 | 148 | 1 | 175 | 21 | 0 | 18 | 39 | 1 | 407 | 24 | 432 | 1 | 0 | 0 | 1 | 647 |
| Total Volume | 84 | 642 | 1 | 727 | 46 | 0 | 63 | 109 | 7 | 1381 | 58 | 1446 | 5 | 0 | 3 | 8 | 2290 |
| % App. Total | 11.6 | 88.3 | 0.1 | | 42.2 | 0 | 57.8 | | 0.5 | 95.5 | 4 | | 62.5 | 0 | 37.5 | | |
| PHF | .808 | .933 | .250 | .942 | .548 | .000 | .829 | .699 | .583 | .848 | .604 | .837 | .625 | .000 | .250 | .400 | .885 |

City of Irvine
 N/S: Sand Canyon Avenue
 E/W: Burt Road
 Weather: Sunny

File Name : 444_IRVSCBUPM
 Site Code : 12104111
 Start Date : 3/29/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | 04:15 PM | | | | 04:00 PM | | | | 04:30 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 26 | 148 | 1 | 175 | 7 | 0 | 16 | 23 | 3 | 354 | 8 | 365 | 2 | 0 | 0 | 2 |
| +15 mins. | 24 | 157 | 3 | 184 | 12 | 0 | 19 | 31 | 2 | 324 | 10 | 336 | 1 | 0 | 0 | 1 |
| +30 mins. | 21 | 171 | 2 | 194 | 21 | 0 | 18 | 39 | 1 | 296 | 16 | 313 | 0 | 0 | 1 | 1 |
| +45 mins. | 19 | 162 | 1 | 182 | 11 | 0 | 17 | 28 | 1 | 407 | 24 | 432 | 4 | 1 | 0 | 5 |
| Total Volume | 90 | 638 | 7 | 735 | 51 | 0 | 70 | 121 | 7 | 1381 | 58 | 1446 | 7 | 1 | 1 | 9 |
| % App. Total | 12.2 | 86.8 | 1 | | 42.1 | 0 | 57.9 | | 0.5 | 95.5 | 4 | | 77.8 | 11.1 | 11.1 | |
| PHF | .865 | .933 | .583 | .947 | .607 | .000 | .921 | .776 | .583 | .848 | .604 | .837 | .438 | .250 | .250 | .450 |

City of Irvine
 N/S: Ridge Valley
 E/W: Portola Parkway
 Weather: Clear

File Name : 556_IRVRVPOAM
 Site Code : 12104111
 Start Date : 3/15/2012
 Page No : 1

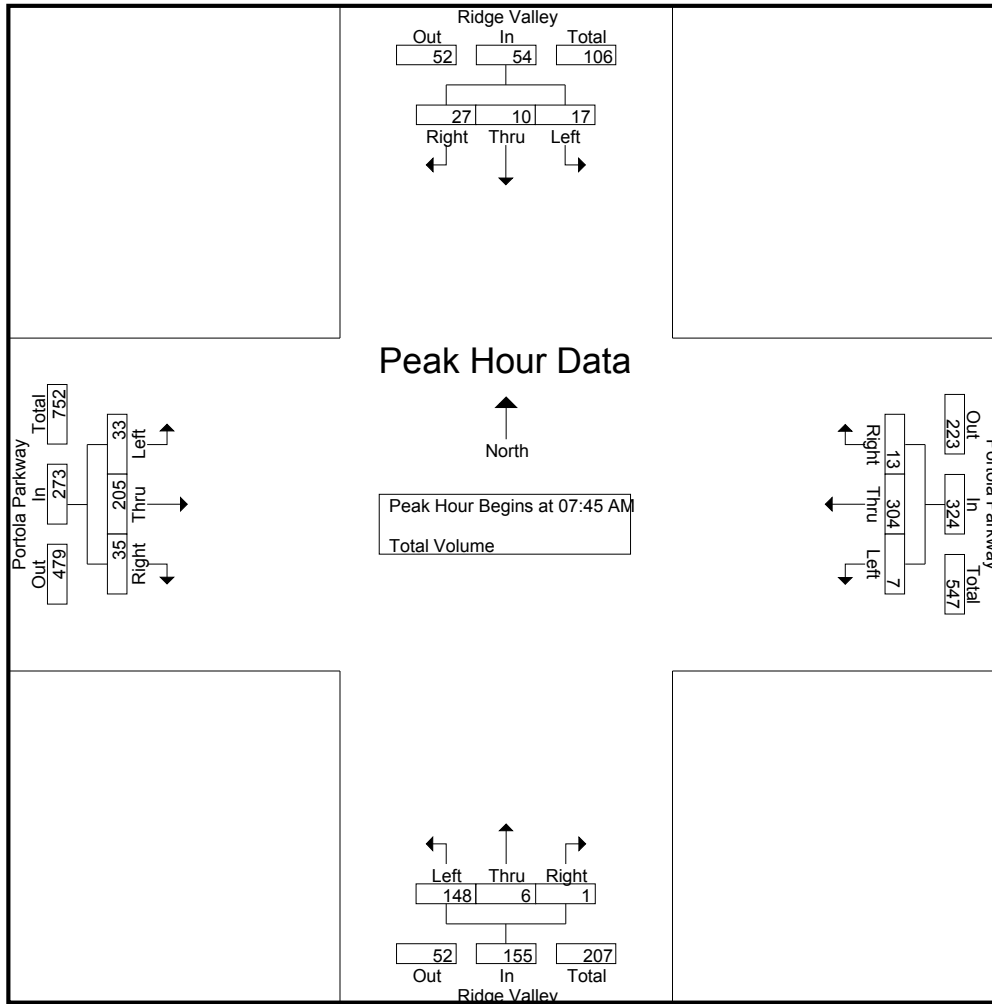
Groups Printed- Total Volume

| Start Time | Ridge Valley Southbound | | | | Portola Parkway Westbound | | | | Ridge Valley Northbound | | | | Portola Parkway Eastbound | | | | Int. Total |
|-------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 07:00 AM | 2 | 0 | 1 | 3 | 0 | 45 | 3 | 48 | 15 | 0 | 1 | 16 | 14 | 37 | 4 | 55 | 122 |
| 07:15 AM | 2 | 0 | 3 | 5 | 2 | 74 | 2 | 78 | 30 | 1 | 0 | 31 | 9 | 44 | 7 | 60 | 174 |
| 07:30 AM | 2 | 2 | 3 | 7 | 3 | 75 | 4 | 82 | 35 | 0 | 0 | 35 | 14 | 46 | 1 | 61 | 185 |
| 07:45 AM | 3 | 2 | 5 | 10 | 3 | 73 | 4 | 80 | 37 | 1 | 0 | 38 | 10 | 56 | 0 | 66 | 194 |
| Total | 9 | 4 | 12 | 25 | 8 | 267 | 13 | 288 | 117 | 2 | 1 | 120 | 47 | 183 | 12 | 242 | 675 |
| 08:00 AM | 5 | 2 | 7 | 14 | 0 | 79 | 3 | 82 | 52 | 2 | 0 | 54 | 4 | 48 | 12 | 64 | 214 |
| 08:15 AM | 6 | 3 | 7 | 16 | 2 | 79 | 3 | 84 | 20 | 2 | 1 | 23 | 10 | 50 | 13 | 73 | 196 |
| 08:30 AM | 3 | 3 | 8 | 14 | 2 | 73 | 3 | 78 | 39 | 1 | 0 | 40 | 9 | 51 | 10 | 70 | 202 |
| 08:45 AM | 3 | 0 | 9 | 12 | 2 | 57 | 4 | 63 | 38 | 1 | 0 | 39 | 7 | 39 | 8 | 54 | 168 |
| Total | 17 | 8 | 31 | 56 | 6 | 288 | 13 | 307 | 149 | 6 | 1 | 156 | 30 | 188 | 43 | 261 | 780 |
| Grand Total | 26 | 12 | 43 | 81 | 14 | 555 | 26 | 595 | 266 | 8 | 2 | 276 | 77 | 371 | 55 | 503 | 1455 |
| Apprch % | 32.1 | 14.8 | 53.1 | | 2.4 | 93.3 | 4.4 | | 96.4 | 2.9 | 0.7 | | 15.3 | 73.8 | 10.9 | | |
| Total % | 1.8 | 0.8 | 3 | 5.6 | 1 | 38.1 | 1.8 | 40.9 | 18.3 | 0.5 | 0.1 | 19 | 5.3 | 25.5 | 3.8 | 34.6 | |

| Start Time | Ridge Valley Southbound | | | | Portola Parkway Westbound | | | | Ridge Valley Northbound | | | | Portola Parkway Eastbound | | | | Int. Total |
|--|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | |
| 07:45 AM | 3 | 2 | 5 | 10 | 3 | 73 | 4 | 80 | 37 | 1 | 0 | 38 | 10 | 56 | 0 | 66 | 194 |
| 08:00 AM | 5 | 2 | 7 | 14 | 0 | 79 | 3 | 82 | 52 | 2 | 0 | 54 | 4 | 48 | 12 | 64 | 214 |
| 08:15 AM | 6 | 3 | 7 | 16 | 2 | 79 | 3 | 84 | 20 | 2 | 1 | 23 | 10 | 50 | 13 | 73 | 196 |
| 08:30 AM | 3 | 3 | 8 | 14 | 2 | 73 | 3 | 78 | 39 | 1 | 0 | 40 | 9 | 51 | 10 | 70 | 202 |
| Total Volume | 17 | 10 | 27 | 54 | 7 | 304 | 13 | 324 | 148 | 6 | 1 | 155 | 33 | 205 | 35 | 273 | 806 |
| % App. Total | 31.5 | 18.5 | 50 | | 2.2 | 93.8 | 4 | | 95.5 | 3.9 | 0.6 | | 12.1 | 75.1 | 12.8 | | |
| PHF | .708 | .833 | .844 | .844 | .583 | .962 | .813 | .964 | .712 | .750 | .250 | .718 | .825 | .915 | .673 | .935 | .942 |

City of Irvine
 N/S: Ridge Valley
 E/W: Portola Parkway
 Weather: Clear

File Name : 556_IRVRVPOAM
 Site Code : 12104111
 Start Date : 3/15/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 08:00 AM | | | | 07:30 AM | | | | 07:15 AM | | | | 07:45 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 5 | 2 | 7 | 14 | 3 | 75 | 4 | 82 | 30 | 1 | 0 | 31 | 10 | 56 | 0 | 66 |
| +15 mins. | 6 | 3 | 7 | 16 | 3 | 73 | 4 | 80 | 35 | 0 | 0 | 35 | 4 | 48 | 12 | 64 |
| +30 mins. | 3 | 3 | 8 | 14 | 0 | 79 | 3 | 82 | 37 | 1 | 0 | 38 | 10 | 50 | 13 | 73 |
| +45 mins. | 3 | 0 | 9 | 12 | 2 | 79 | 3 | 84 | 52 | 2 | 0 | 54 | 9 | 51 | 10 | 70 |
| Total Volume | 17 | 8 | 31 | 56 | 8 | 306 | 14 | 328 | 154 | 4 | 0 | 158 | 33 | 205 | 35 | 273 |
| % App. Total | 30.4 | 14.3 | 55.4 | | 2.4 | 93.3 | 4.3 | | 97.5 | 2.5 | 0 | | 12.1 | 75.1 | 12.8 | |
| PHF | .708 | .667 | .861 | .875 | .667 | .968 | .875 | .976 | .740 | .500 | .000 | .731 | .825 | .915 | .673 | .935 |

City of Irvine
 N/S: Ridge Valley
 E/W: Portola Parkway
 Weather: Clear

File Name : 556_IRVRVPOPM
 Site Code : 12104111
 Start Date : 3/15/2012
 Page No : 1

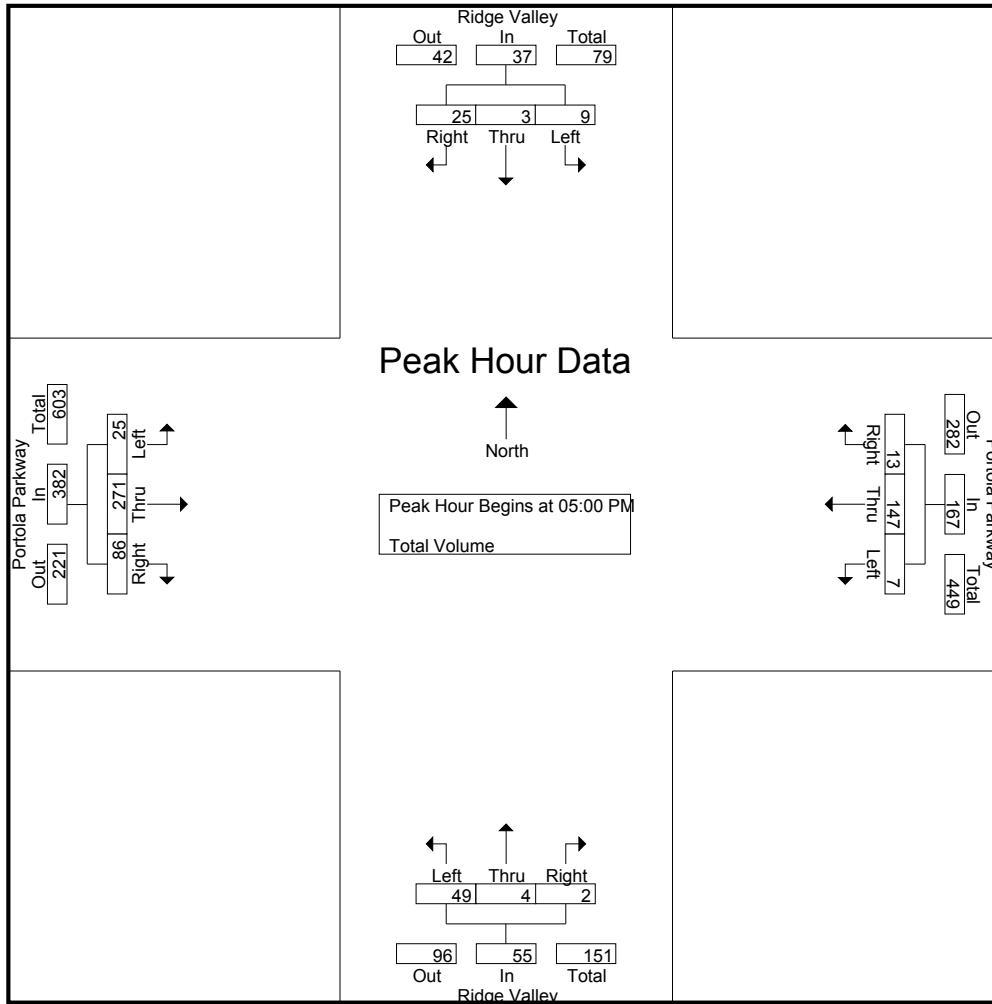
Groups Printed- Total Volume

| Start Time | Ridge Valley Southbound | | | | Portola Parkway Westbound | | | | Ridge Valley Northbound | | | | Portola Parkway Eastbound | | | | Int. Total |
|-------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 04:00 PM | 5 | 2 | 4 | 11 | 1 | 35 | 2 | 38 | 12 | 1 | 0 | 13 | 5 | 42 | 10 | 57 | 119 |
| 04:15 PM | 1 | 0 | 4 | 5 | 0 | 17 | 0 | 17 | 6 | 1 | 1 | 8 | 2 | 36 | 13 | 51 | 81 |
| 04:30 PM | 3 | 0 | 11 | 14 | 0 | 28 | 2 | 30 | 8 | 0 | 1 | 9 | 4 | 69 | 9 | 82 | 135 |
| 04:45 PM | 2 | 0 | 10 | 12 | 1 | 21 | 4 | 26 | 15 | 0 | 0 | 15 | 5 | 44 | 13 | 62 | 115 |
| Total | 11 | 2 | 29 | 42 | 2 | 101 | 8 | 111 | 41 | 2 | 2 | 45 | 16 | 191 | 45 | 252 | 450 |
| 05:00 PM | 4 | 0 | 12 | 16 | 0 | 25 | 5 | 30 | 14 | 1 | 1 | 16 | 6 | 27 | 15 | 48 | 110 |
| 05:15 PM | 2 | 2 | 4 | 8 | 3 | 46 | 1 | 50 | 13 | 3 | 0 | 16 | 6 | 86 | 23 | 115 | 189 |
| 05:30 PM | 2 | 1 | 6 | 9 | 3 | 41 | 1 | 45 | 11 | 0 | 1 | 12 | 7 | 71 | 23 | 101 | 167 |
| 05:45 PM | 1 | 0 | 3 | 4 | 1 | 35 | 6 | 42 | 11 | 0 | 0 | 11 | 6 | 87 | 25 | 118 | 175 |
| Total | 9 | 3 | 25 | 37 | 7 | 147 | 13 | 167 | 49 | 4 | 2 | 55 | 25 | 271 | 86 | 382 | 641 |
| Grand Total | 20 | 5 | 54 | 79 | 9 | 248 | 21 | 278 | 90 | 6 | 4 | 100 | 41 | 462 | 131 | 634 | 1091 |
| Apprch % | 25.3 | 6.3 | 68.4 | | 3.2 | 89.2 | 7.6 | | 90 | 6 | 4 | | 6.5 | 72.9 | 20.7 | | |
| Total % | 1.8 | 0.5 | 4.9 | 7.2 | 0.8 | 22.7 | 1.9 | 25.5 | 8.2 | 0.5 | 0.4 | 9.2 | 3.8 | 42.3 | 12 | 58.1 | |

| Start Time | Ridge Valley Southbound | | | | Portola Parkway Westbound | | | | Ridge Valley Northbound | | | | Portola Parkway Eastbound | | | | Int. Total |
|--|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 4 | 0 | 12 | 16 | 0 | 25 | 5 | 30 | 14 | 1 | 1 | 16 | 6 | 27 | 15 | 48 | 110 |
| 05:15 PM | 2 | 2 | 4 | 8 | 3 | 46 | 1 | 50 | 13 | 3 | 0 | 16 | 6 | 86 | 23 | 115 | 189 |
| 05:30 PM | 2 | 1 | 6 | 9 | 3 | 41 | 1 | 45 | 11 | 0 | 1 | 12 | 7 | 71 | 23 | 101 | 167 |
| 05:45 PM | 1 | 0 | 3 | 4 | 1 | 35 | 6 | 42 | 11 | 0 | 0 | 11 | 6 | 87 | 25 | 118 | 175 |
| Total Volume | 9 | 3 | 25 | 37 | 7 | 147 | 13 | 167 | 49 | 4 | 2 | 55 | 25 | 271 | 86 | 382 | 641 |
| % App. Total | 24.3 | 8.1 | 67.6 | | 4.2 | 88 | 7.8 | | 89.1 | 7.3 | 3.6 | | 6.5 | 70.9 | 22.5 | | |
| PHF | .563 | .375 | .521 | .578 | .583 | .799 | .542 | .835 | .875 | .333 | .500 | .859 | .893 | .779 | .860 | .809 | .848 |

City of Irvine
 N/S: Ridge Valley
 E/W: Portola Parkway
 Weather: Clear

File Name : 556_IRVRVPOPM
 Site Code : 12104111
 Start Date : 3/15/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 04:30 PM | | | | 05:00 PM | | | | 04:45 PM | | | | 05:00 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 3 | 0 | 11 | 14 | 0 | 25 | 5 | 30 | 15 | 0 | 0 | 15 | 6 | 27 | 15 | 48 |
| +15 mins. | 2 | 0 | 10 | 12 | 3 | 46 | 1 | 50 | 14 | 1 | 1 | 16 | 6 | 86 | 23 | 115 |
| +30 mins. | 4 | 0 | 12 | 16 | 3 | 41 | 1 | 45 | 13 | 3 | 0 | 16 | 7 | 71 | 23 | 101 |
| +45 mins. | 2 | 2 | 4 | 8 | 1 | 35 | 6 | 42 | 11 | 0 | 1 | 12 | 6 | 87 | 25 | 118 |
| Total Volume | 11 | 2 | 37 | 50 | 7 | 147 | 13 | 167 | 53 | 4 | 2 | 59 | 25 | 271 | 86 | 382 |
| % App. Total | 22 | 4 | 74 | | 4.2 | 88 | 7.8 | | 89.8 | 6.8 | 3.4 | | 6.5 | 70.9 | 22.5 | |
| PHF | .688 | .250 | .771 | .781 | .583 | .799 | .542 | .835 | .883 | .333 | .500 | .922 | .893 | .779 | .860 | .809 |

City of Irvine
 N/S: Portola Springs
 E/W: Portola Parkway
 Weather: Clear

File Name : 571_IRVPSPOAM
 Site Code : 12104092
 Start Date : 3/21/2012
 Page No : 1

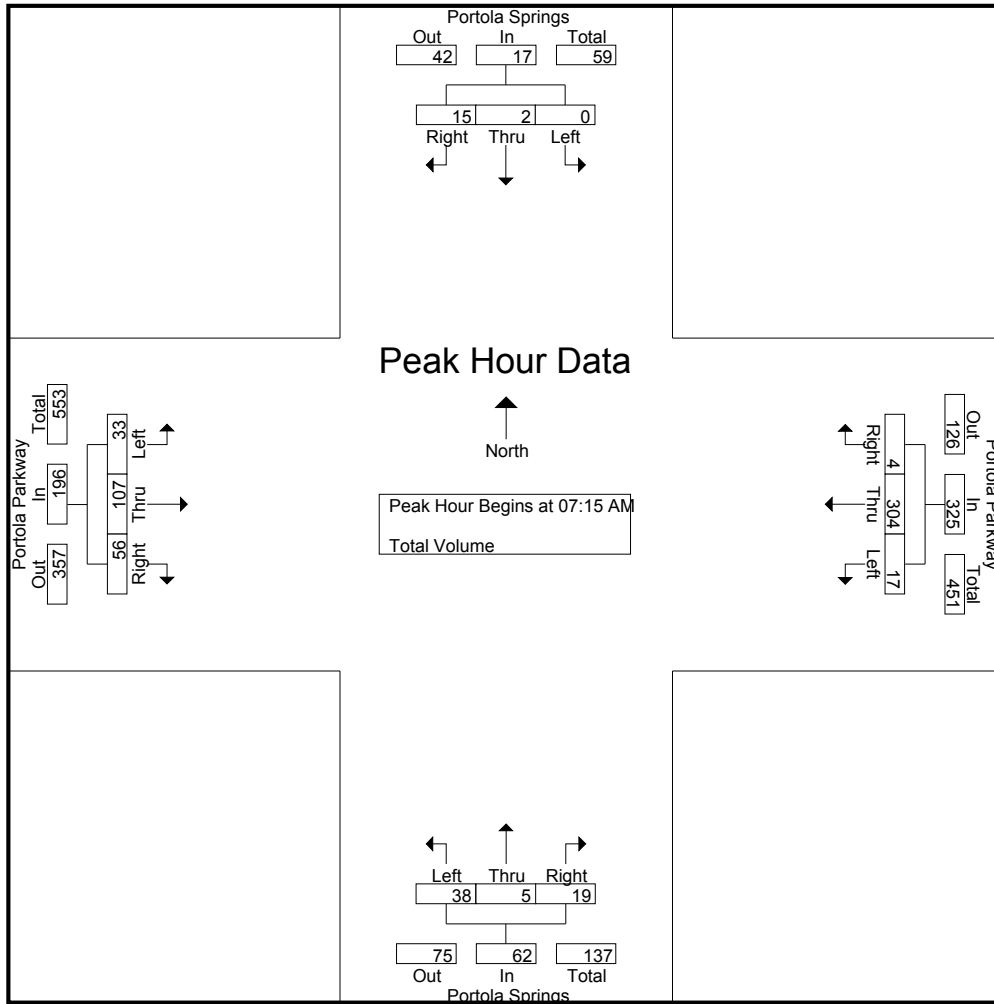
Groups Printed- Total Volume

| Start Time | Portola Springs Southbound | | | | Portola Parkway Westbound | | | | Portola Springs Northbound | | | | Portola Parkway Eastbound | | | | Int. Total |
|-------------|----------------------------|------|-------|------------|---------------------------|------|-------|------------|----------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 07:00 AM | 1 | 0 | 0 | 1 | 6 | 55 | 2 | 63 | 6 | 0 | 2 | 8 | 14 | 20 | 13 | 47 | 119 |
| 07:15 AM | 0 | 0 | 5 | 5 | 7 | 99 | 0 | 106 | 8 | 1 | 2 | 11 | 15 | 37 | 9 | 61 | 183 |
| 07:30 AM | 0 | 1 | 4 | 5 | 2 | 74 | 2 | 78 | 9 | 0 | 4 | 13 | 9 | 19 | 10 | 38 | 134 |
| 07:45 AM | 0 | 1 | 2 | 3 | 2 | 81 | 0 | 83 | 8 | 0 | 5 | 13 | 4 | 25 | 20 | 49 | 148 |
| Total | 1 | 2 | 11 | 14 | 17 | 309 | 4 | 330 | 31 | 1 | 13 | 45 | 42 | 101 | 52 | 195 | 584 |
| 08:00 AM | 0 | 0 | 4 | 4 | 6 | 50 | 2 | 58 | 13 | 4 | 8 | 25 | 5 | 26 | 17 | 48 | 135 |
| 08:15 AM | 0 | 2 | 7 | 9 | 1 | 46 | 0 | 47 | 19 | 2 | 3 | 24 | 8 | 30 | 16 | 54 | 134 |
| 08:30 AM | 1 | 1 | 3 | 5 | 1 | 44 | 2 | 47 | 19 | 1 | 1 | 21 | 3 | 29 | 22 | 54 | 127 |
| 08:45 AM | 0 | 2 | 7 | 9 | 2 | 43 | 2 | 47 | 11 | 1 | 4 | 16 | 8 | 26 | 21 | 55 | 127 |
| Total | 1 | 5 | 21 | 27 | 10 | 183 | 6 | 199 | 62 | 8 | 16 | 86 | 24 | 111 | 76 | 211 | 523 |
| Grand Total | 2 | 7 | 32 | 41 | 27 | 492 | 10 | 529 | 93 | 9 | 29 | 131 | 66 | 212 | 128 | 406 | 1107 |
| Apprch % | 4.9 | 17.1 | 78 | | 5.1 | 93 | 1.9 | | 71 | 6.9 | 22.1 | | 16.3 | 52.2 | 31.5 | | |
| Total % | 0.2 | 0.6 | 2.9 | 3.7 | 2.4 | 44.4 | 0.9 | 47.8 | 8.4 | 0.8 | 2.6 | 11.8 | 6 | 19.2 | 11.6 | 36.7 | |

| Start Time | Portola Springs Southbound | | | | Portola Parkway Westbound | | | | Portola Springs Northbound | | | | Portola Parkway Eastbound | | | | Int. Total |
|--|----------------------------|------|-------|------------|---------------------------|------|-------|------------|----------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 5 | 5 | 7 | 99 | 0 | 106 | 8 | 1 | 2 | 11 | 15 | 37 | 9 | 61 | 183 |
| 07:30 AM | 0 | 1 | 4 | 5 | 2 | 74 | 2 | 78 | 9 | 0 | 4 | 13 | 9 | 19 | 10 | 38 | 134 |
| 07:45 AM | 0 | 1 | 2 | 3 | 2 | 81 | 0 | 83 | 8 | 0 | 5 | 13 | 4 | 25 | 20 | 49 | 148 |
| 08:00 AM | 0 | 0 | 4 | 4 | 6 | 50 | 2 | 58 | 13 | 4 | 8 | 25 | 5 | 26 | 17 | 48 | 135 |
| Total Volume | 0 | 2 | 15 | 17 | 17 | 304 | 4 | 325 | 38 | 5 | 19 | 62 | 33 | 107 | 56 | 196 | 600 |
| % App. Total | 0 | 11.8 | 88.2 | | 5.2 | 93.5 | 1.2 | | 61.3 | 8.1 | 30.6 | | 16.8 | 54.6 | 28.6 | | |
| PHF | .000 | .500 | .750 | .850 | .607 | .768 | .500 | .767 | .731 | .313 | .594 | .620 | .550 | .723 | .700 | .803 | .820 |

City of Irvine
 N/S: Portola Springs
 E/W: Portola Parkway
 Weather: Clear

File Name : 571_IRVPSPOAM
 Site Code : 12104092
 Start Date : 3/21/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 08:00 AM | | | | 07:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 0 | 4 | 4 | 6 | 55 | 2 | 63 | 13 | 4 | 8 | 25 | 5 | 26 | 17 | 48 |
| +15 mins. | 0 | 2 | 7 | 9 | 7 | 99 | 0 | 106 | 19 | 2 | 3 | 24 | 8 | 30 | 16 | 54 |
| +30 mins. | 1 | 1 | 3 | 5 | 2 | 74 | 2 | 78 | 19 | 1 | 1 | 21 | 3 | 29 | 22 | 54 |
| +45 mins. | 0 | 2 | 7 | 9 | 2 | 81 | 0 | 83 | 11 | 1 | 4 | 16 | 8 | 26 | 21 | 55 |
| Total Volume | 1 | 5 | 21 | 27 | 17 | 309 | 4 | 330 | 62 | 8 | 16 | 86 | 24 | 111 | 76 | 211 |
| % App. Total | 3.7 | 18.5 | 77.8 | | 5.2 | 93.6 | 1.2 | | 72.1 | 9.3 | 18.6 | | 11.4 | 52.6 | 36 | |
| PHF | .250 | .625 | .750 | .750 | .607 | .780 | .500 | .778 | .816 | .500 | .500 | .860 | .750 | .925 | .864 | .959 |

City of Irvine
 N/S: Portola Springs
 E/W: Portola Parkway
 Weather: Clear

File Name : 571_IRVPSOPM
 Site Code : 12104092
 Start Date : 3/21/2012
 Page No : 1

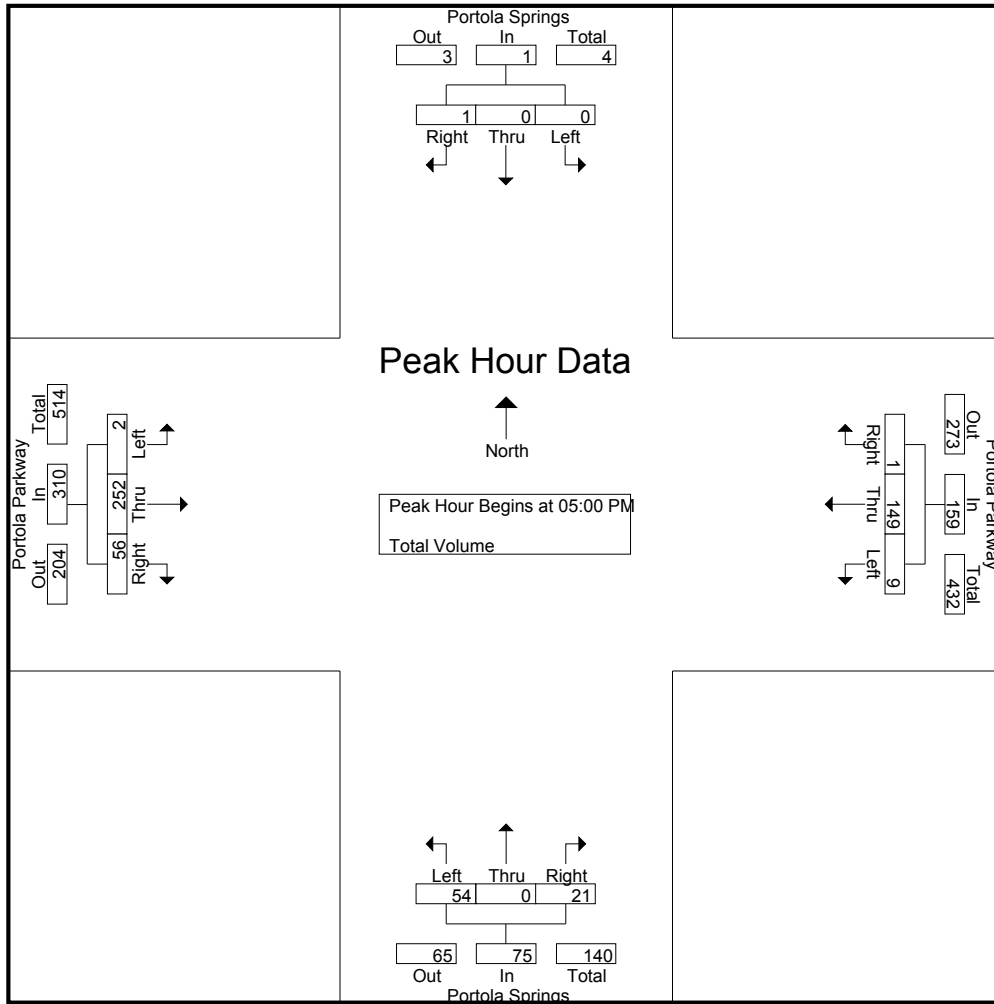
Groups Printed- Total Volume

| Start Time | Portola Springs Southbound | | | | Portola Parkway Westbound | | | | Portola Springs Northbound | | | | Portola Parkway Eastbound | | | | Int. Total |
|-------------|----------------------------|------|-------|------------|---------------------------|------|-------|------------|----------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 04:00 PM | 0 | 0 | 1 | 1 | 2 | 31 | 0 | 33 | 14 | 0 | 3 | 17 | 1 | 26 | 11 | 38 | 89 |
| 04:15 PM | 0 | 0 | 2 | 2 | 2 | 15 | 0 | 17 | 10 | 0 | 0 | 10 | 0 | 30 | 9 | 39 | 68 |
| 04:30 PM | 0 | 0 | 0 | 0 | 1 | 22 | 0 | 23 | 11 | 0 | 3 | 14 | 0 | 34 | 12 | 46 | 83 |
| 04:45 PM | 0 | 0 | 0 | 0 | 1 | 23 | 0 | 24 | 11 | 0 | 5 | 16 | 0 | 31 | 8 | 39 | 79 |
| Total | 0 | 0 | 3 | 3 | 6 | 91 | 0 | 97 | 46 | 0 | 11 | 57 | 1 | 121 | 40 | 162 | 319 |
| 05:00 PM | 0 | 0 | 0 | 0 | 2 | 41 | 1 | 44 | 7 | 0 | 8 | 15 | 0 | 68 | 10 | 78 | 137 |
| 05:15 PM | 0 | 0 | 1 | 1 | 4 | 48 | 0 | 52 | 18 | 0 | 4 | 22 | 1 | 62 | 17 | 80 | 155 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 37 | 0 | 38 | 14 | 0 | 5 | 19 | 1 | 67 | 14 | 82 | 139 |
| 05:45 PM | 0 | 0 | 0 | 0 | 2 | 23 | 0 | 25 | 15 | 0 | 4 | 19 | 0 | 55 | 15 | 70 | 114 |
| Total | 0 | 0 | 1 | 1 | 9 | 149 | 1 | 159 | 54 | 0 | 21 | 75 | 2 | 252 | 56 | 310 | 545 |
| Grand Total | 0 | 0 | 4 | 4 | 15 | 240 | 1 | 256 | 100 | 0 | 32 | 132 | 3 | 373 | 96 | 472 | 864 |
| Apprch % | 0 | 0 | 100 | | 5.9 | 93.8 | 0.4 | | 75.8 | 0 | 24.2 | | 0.6 | 79 | 20.3 | | |
| Total % | 0 | 0 | 0.5 | 0.5 | 1.7 | 27.8 | 0.1 | 29.6 | 11.6 | 0 | 3.7 | 15.3 | 0.3 | 43.2 | 11.1 | 54.6 | |

| Start Time | Portola Springs Southbound | | | | Portola Parkway Westbound | | | | Portola Springs Northbound | | | | Portola Parkway Eastbound | | | | Int. Total |
|--|----------------------------|------|-------|------------|---------------------------|------|-------|------------|----------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 2 | 41 | 1 | 44 | 7 | 0 | 8 | 15 | 0 | 68 | 10 | 78 | 137 |
| 05:15 PM | 0 | 0 | 1 | 1 | 4 | 48 | 0 | 52 | 18 | 0 | 4 | 22 | 1 | 62 | 17 | 80 | 155 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 37 | 0 | 38 | 14 | 0 | 5 | 19 | 1 | 67 | 14 | 82 | 139 |
| 05:45 PM | 0 | 0 | 0 | 0 | 2 | 23 | 0 | 25 | 15 | 0 | 4 | 19 | 0 | 55 | 15 | 70 | 114 |
| Total Volume | 0 | 0 | 1 | 1 | 9 | 149 | 1 | 159 | 54 | 0 | 21 | 75 | 2 | 252 | 56 | 310 | 545 |
| % App. Total | 0 | 0 | 100 | | 5.7 | 93.7 | 0.6 | | 72 | 0 | 28 | | 0.6 | 81.3 | 18.1 | | |
| PHF | .000 | .000 | .250 | .250 | .563 | .776 | .250 | .764 | .750 | .000 | .656 | .852 | .500 | .926 | .824 | .945 | .879 |

City of Irvine
 N/S: Portola Springs
 E/W: Portola Parkway
 Weather: Clear

File Name : 571_IRVPSOPM
 Site Code : 12104092
 Start Date : 3/21/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 0 | 1 | 1 | 2 | 41 | 1 | 44 | 7 | 0 | 8 | 15 | 0 | 68 | 10 | 78 |
| +15 mins. | 0 | 0 | 2 | 2 | 4 | 48 | 0 | 52 | 18 | 0 | 4 | 22 | 1 | 62 | 17 | 80 |
| +30 mins. | 0 | 0 | 0 | 0 | 1 | 37 | 0 | 38 | 14 | 0 | 5 | 19 | 1 | 67 | 14 | 82 |
| +45 mins. | 0 | 0 | 0 | 0 | 2 | 23 | 0 | 25 | 15 | 0 | 4 | 19 | 0 | 55 | 15 | 70 |
| Total Volume | 0 | 0 | 3 | 3 | 9 | 149 | 1 | 159 | 54 | 0 | 21 | 75 | 2 | 252 | 56 | 310 |
| % App. Total | 0 | 0 | 100 | | 5.7 | 93.7 | 0.6 | | 72 | 0 | 28 | | 0.6 | 81.3 | 18.1 | |
| PHF | .000 | .000 | .375 | .375 | .563 | .776 | .250 | .764 | .750 | .000 | .656 | .852 | .500 | .926 | .824 | .945 |

City of Irvine
 N/S: Modjeska
 E/W: Irvine Boulevard
 Weather: Clear

File Name : 572_IRVMOIRAM
 Site Code : 12104083
 Start Date : 3/21/2012
 Page No : 1

Groups Printed- Total Volume

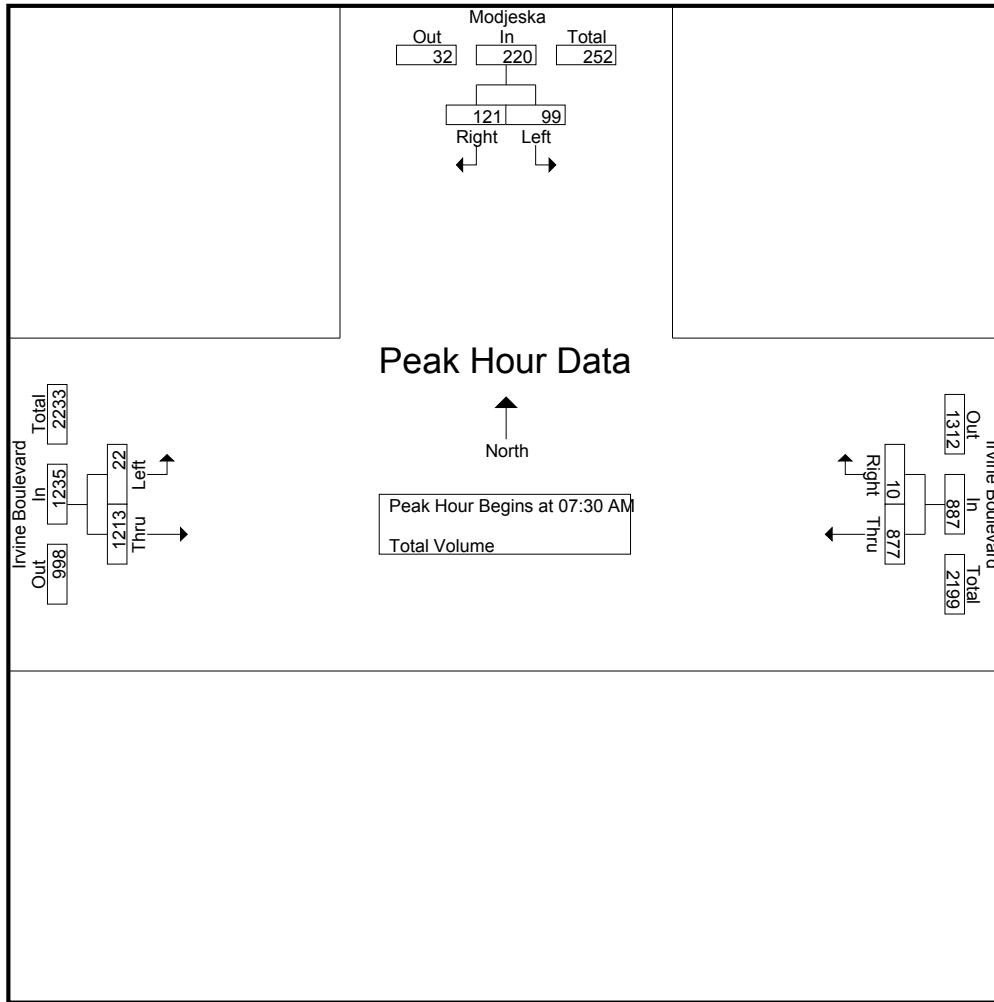
| Start Time | Modjeska Southbound | | | Irvine Boulevard Westbound | | | Irvine Boulevard Eastbound | | | Int. Total |
|-------------|---------------------|-------|------------|----------------------------|-------|------------|----------------------------|------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| 07:00 AM | 11 | 17 | 28 | 147 | 1 | 148 | 1 | 180 | 181 | 357 |
| 07:15 AM | 16 | 31 | 47 | 219 | 1 | 220 | 1 | 204 | 205 | 472 |
| 07:30 AM | 17 | 42 | 59 | 257 | 1 | 258 | 2 | 267 | 269 | 586 |
| 07:45 AM | 28 | 31 | 59 | 183 | 0 | 183 | 4 | 322 | 326 | 568 |
| Total | 72 | 121 | 193 | 806 | 3 | 809 | 8 | 973 | 981 | 1983 |
| 08:00 AM | 27 | 27 | 54 | 234 | 7 | 241 | 11 | 294 | 305 | 600 |
| 08:15 AM | 27 | 21 | 48 | 203 | 2 | 205 | 5 | 330 | 335 | 588 |
| 08:30 AM | 24 | 19 | 43 | 153 | 5 | 158 | 6 | 281 | 287 | 488 |
| 08:45 AM | 31 | 22 | 53 | 146 | 4 | 150 | 2 | 289 | 291 | 494 |
| Total | 109 | 89 | 198 | 736 | 18 | 754 | 24 | 1194 | 1218 | 2170 |
| Grand Total | 181 | 210 | 391 | 1542 | 21 | 1563 | 32 | 2167 | 2199 | 4153 |
| Apprch % | 46.3 | 53.7 | | 98.7 | 1.3 | | 1.5 | 98.5 | | |
| Total % | 4.4 | 5.1 | 9.4 | 37.1 | 0.5 | 37.6 | 0.8 | 52.2 | 52.9 | |

| Start Time | Modjeska Southbound | | | Irvine Boulevard Westbound | | | Irvine Boulevard Eastbound | | | Int. Total |
|--------------|---------------------|-----------|------------|----------------------------|----------|------------|----------------------------|------------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| 07:30 AM | 17 | 42 | 59 | 257 | 1 | 258 | 2 | 267 | 269 | 586 |
| 07:45 AM | 28 | 31 | 59 | 183 | 0 | 183 | 4 | 322 | 326 | 568 |
| 08:00 AM | 27 | 27 | 54 | 234 | 7 | 241 | 11 | 294 | 305 | 600 |
| 08:15 AM | 27 | 21 | 48 | 203 | 2 | 205 | 5 | 330 | 335 | 588 |
| Total Volume | 99 | 121 | 220 | 877 | 10 | 887 | 22 | 1213 | 1235 | 2342 |
| % App. Total | 45 | 55 | | 98.9 | 1.1 | | 1.8 | 98.2 | | |
| PHF | .884 | .720 | .932 | .853 | .357 | .859 | .500 | .919 | .922 | .976 |

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Irvine
 N/S: Modjeska
 E/W: Irvine Boulevard
 Weather: Clear

File Name : 572_IRVMOIRAM
 Site Code : 12104083
 Start Date : 3/21/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | 07:45 AM | | | 07:45 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 17 | 42 | 59 | 219 | 1 | 220 | 4 | 322 | 326 |
| +15 mins. | 28 | 31 | 59 | 257 | 1 | 258 | 11 | 294 | 305 |
| +30 mins. | 27 | 27 | 54 | 183 | 0 | 183 | 5 | 330 | 335 |
| +45 mins. | 27 | 21 | 48 | 234 | 7 | 241 | 6 | 281 | 287 |
| Total Volume | 99 | 121 | 220 | 893 | 9 | 902 | 26 | 1227 | 1253 |
| % App. Total | 45 | 55 | | 99 | 1 | | 2.1 | 97.9 | |
| PHF | .884 | .720 | .932 | .869 | .321 | .874 | .591 | .930 | .935 |

City of Irvine
 N/S: Modjeska
 E/W: Irvine Boulevard
 Weather: Clear

File Name : 572_IRVMOIRPM
 Site Code : 12104083
 Start Date : 3/21/2012
 Page No : 1

Groups Printed- Total Volume

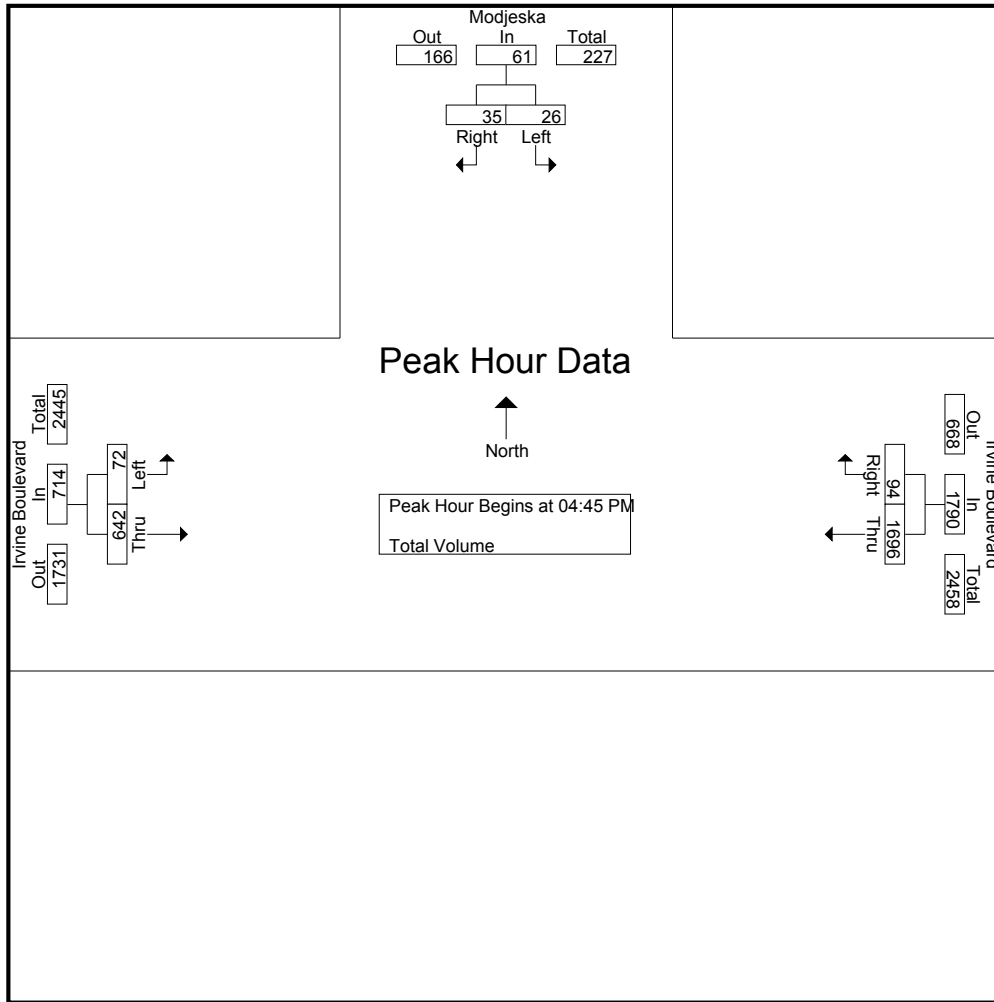
| Start Time | Modjeska Southbound | | | Irvine Boulevard Westbound | | | Irvine Boulevard Eastbound | | | Int. Total |
|-------------|---------------------|-------|------------|----------------------------|-------|------------|----------------------------|------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| 04:00 PM | 4 | 3 | 7 | 321 | 9 | 330 | 8 | 136 | 144 | 481 |
| 04:15 PM | 6 | 13 | 19 | 357 | 14 | 371 | 13 | 127 | 140 | 530 |
| 04:30 PM | 4 | 7 | 11 | 345 | 15 | 360 | 10 | 118 | 128 | 499 |
| 04:45 PM | 5 | 8 | 13 | 448 | 14 | 462 | 13 | 141 | 154 | 629 |
| Total | 19 | 31 | 50 | 1471 | 52 | 1523 | 44 | 522 | 566 | 2139 |
| 05:00 PM | 10 | 8 | 18 | 504 | 32 | 536 | 22 | 168 | 190 | 744 |
| 05:15 PM | 8 | 10 | 18 | 394 | 26 | 420 | 19 | 192 | 211 | 649 |
| 05:30 PM | 3 | 9 | 12 | 350 | 22 | 372 | 18 | 141 | 159 | 543 |
| 05:45 PM | 5 | 5 | 10 | 303 | 19 | 322 | 24 | 152 | 176 | 508 |
| Total | 26 | 32 | 58 | 1551 | 99 | 1650 | 83 | 653 | 736 | 2444 |
| Grand Total | 45 | 63 | 108 | 3022 | 151 | 3173 | 127 | 1175 | 1302 | 4583 |
| Apprch % | 41.7 | 58.3 | | 95.2 | 4.8 | | 9.8 | 90.2 | | |
| Total % | 1 | 1.4 | 2.4 | 65.9 | 3.3 | 69.2 | 2.8 | 25.6 | 28.4 | |

| Start Time | Modjeska Southbound | | | Irvine Boulevard Westbound | | | Irvine Boulevard Eastbound | | | Int. Total |
|--------------|---------------------|-----------|------------|----------------------------|-----------|------------|----------------------------|------------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| 04:45 PM | 5 | 8 | 13 | 448 | 14 | 462 | 13 | 141 | 154 | 629 |
| 05:00 PM | 10 | 8 | 18 | 504 | 32 | 536 | 22 | 168 | 190 | 744 |
| 05:15 PM | 8 | 10 | 18 | 394 | 26 | 420 | 19 | 192 | 211 | 649 |
| 05:30 PM | 3 | 9 | 12 | 350 | 22 | 372 | 18 | 141 | 159 | 543 |
| Total Volume | 26 | 35 | 61 | 1696 | 94 | 1790 | 72 | 642 | 714 | 2565 |
| % App. Total | 42.6 | 57.4 | | 94.7 | 5.3 | | 10.1 | 89.9 | | |
| PHF | .650 | .875 | .847 | .841 | .734 | .835 | .818 | .836 | .846 | .862 |

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Irvine
 N/S: Modjeska
 E/W: Irvine Boulevard
 Weather: Clear

File Name : 572_IRVMOIRPM
 Site Code : 12104083
 Start Date : 3/21/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 04:15 PM | | | 04:45 PM | | | 05:00 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 6 | 13 | 19 | 448 | 14 | 462 | 22 | 168 | 190 |
| +15 mins. | 4 | 7 | 11 | 504 | 32 | 536 | 19 | 192 | 211 |
| +30 mins. | 5 | 8 | 13 | 394 | 26 | 420 | 18 | 141 | 159 |
| +45 mins. | 10 | 8 | 18 | 350 | 22 | 372 | 24 | 152 | 176 |
| Total Volume | 25 | 36 | 61 | 1696 | 94 | 1790 | 83 | 653 | 736 |
| % App. Total | 41 | 59 | | 94.7 | 5.3 | | 11.3 | 88.7 | |
| PHF | .625 | .692 | .803 | .841 | .734 | .835 | .865 | .850 | .872 |

FORECAST INTERSECTION VOLUMES

ITAM SHEETS

**HERITAGE FIELDS PROJECT 2012 – GPA/ZC TRAFFIC STUDY
YEAR 2015 – WITH 2011 APPROVED PROJECT**

268 . W. Yale Loop at Alton Pkwy.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 163 | .10* | 122 | .07* |
| NBT | 2 | 3400 | 214 | .06 | 205 | .06 |
| NBR | d | 1700 | 165 | .10 | 263 | .15 |
| SBL | 1 | 1700 | 131 | .08 | 60 | .04 |
| SBT | 2 | 3400 | 296 | .09* | 106 | .03* |
| SBR | d | 1700 | 124 | .07 | 103 | .06 |
| EBL | 1 | 1700 | 94 | .06* | 101 | .06 |
| EBT | 2 | 3400 | 654 | .19 | 1137 | .33* |
| EBR | d | 1700 | 123 | .07 | 163 | .10 |
| WBL | 1 | 1700 | 90 | .05 | 201 | .12* |
| WBT | 2 | 3400 | 1133 | .33* | 895 | .26 |
| WBR | d | 1700 | 142 | .08 | 114 | .07 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .63 | | .60 |

271 . E. Yale Lp. at Alton Pkwy.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 230 | .14* | 95 | .06 |
| NBT | 2 | 3400 | 224 | .07 | 156 | .05* |
| NBR | d | 1700 | 536 | .32 | 275 | .16 |
| SBL | 2 | 3400 | 208 | .06 | 176 | .05* |
| SBT | 2 | 3400 | 108 | .03* | 128 | .04 |
| SBR | d | 1700 | 144 | .08 | 71 | .04 |
| EBL | 1 | 1700 | 134 | .08* | 224 | .13 |
| EBT | 2 | 3400 | 604 | .22 | 1160 | .38* |
| EBR | 0 | 0 | 142 | | 146 | |
| WBL | 2 | 3400 | 196 | .06 | 476 | .14* |
| WBT | 2 | 3400 | 1066 | .31* | 874 | .26 |
| WBR | d | 1700 | 139 | .08 | 129 | .08 |
| Right Turn Adjustment | | | NBR | .08* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .69 | | .67 |

282 . Jeffrey Rd. at Portola Pkwy.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 747 | .22* | 560 | .16* |
| NBT | 1 | 1700 | 25 | .01 | 52 | .03 |
| NBR | f | | 27 | | 136 | |
| SBL | 1 | 1700 | 22 | .01 | 144 | .08 |
| SBT | 1 | 1700 | 21 | .01* | 57 | .03* |
| SBR | 1 | 1700 | 7 | .00 | 19 | .01 |
| EBL | 1 | 1700 | 22 | .01* | 95 | .06 |
| EBT | 2 | 3400 | 741 | .22 | 973 | .29* |
| EBR | 1 | 1700 | 369 | .22 | 265 | .16 |
| WBL | 2 | 3400 | 159 | .05 | 291 | .09* |
| WBT | 2 | 3400 | 926 | .27* | 434 | .13 |
| WBR | 1 | 1700 | 23 | .01 | 34 | .02 |
| Clearance Interval | | | | .05* | | .05* |
| Note: Assumes Right-Turn Overlap for EBR | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | .56 | | .62 |

283 . Jeffrey Rd. at Irvine Bl.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 86 | .03* | 319 | .09* |
| NBT | 3 | 5100 | 414 | .08 | 564 | .11 |
| NBR | f | | 304 | | 430 | |
| SBL | 2 | 3400 | 149 | .04 | 152 | .04 |
| SBT | 3 | 5100 | 682 | .13* | 304 | .06* |
| SBR | 1 | 1700 | 31 | .02 | 75 | .04 |
| EBL | 2 | 3400 | 59 | .02* | 59 | .02* |
| EBT | 3 | 5100 | 977 | .24 | 1288 | .30 |
| EBR | 0 | 0 | 255 | | 253 | |
| WBL | 2 | 3400 | 533 | .16 | 323 | .10 |
| WBT | 2 | 3400 | 1433 | .42* | 1487 | .44* |
| WBR | 1 | 1700 | 228 | .13 | 257 | .15 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .65 | | .66 |

284 . Jeffrey Rd. at Bryan Av.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 157 | .05* | 304 | .09 |
| NBT | 3 | 5100 | 531 | .10 | 1022 | .20* |
| NBR | d | 1700 | 144 | .08 | 405 | .24 |
| SBL | 2 | 3400 | 63 | .02 | 67 | .02* |
| SBT | 3 | 5100 | 1117 | .22* | 630 | .12 |
| SBR | 1 | 1700 | 323 | .19 | 192 | .11 |
| EBL | 1 | 1700 | 215 | .13* | 177 | .10* |
| EBT | 2 | 3400 | 142 | .04 | 218 | .06 |
| EBR | d | 1700 | 195 | .11 | 205 | .12 |
| WBL | 2 | 3400 | 448 | .13 | 215 | .06 |
| WBT | 1 | 1700 | 320 | .19* | 194 | .11* |
| WBR | d | 1700 | 94 | .06 | 81 | .05 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .64 | | .48 |

285 . Jeffrey Rd. at Trabuco Rd.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 111 | .03* | 210 | .06 |
| NBT | 3 | 5100 | 636 | .12 | 1742 | .34* |
| NBR | d | 1700 | 177 | .10 | 444 | .26 |
| SBL | 2 | 3400 | 158 | .05 | 78 | .02* |
| SBT | 3 | 5100 | 1438 | .28* | 877 | .17 |
| SBR | 1 | 1700 | 280 | .16 | 120 | .07 |
| EBL | 2 | 3400 | 180 | .05 | 291 | .09* |
| EBT | 2 | 3400 | 315 | .09* | 518 | .15 |
| EBR | 1 | 1700 | 117 | .07 | 142 | .08 |
| WBL | 2 | 3400 | 535 | .16* | 181 | .05 |
| WBT | 2 | 3400 | 649 | .19 | 410 | .12* |
| WBR | 1 | 1700 | 64 | .04 | 167 | .10 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .61 | | .62 |

286 . Jeffrey Rd. at Roosevelt

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 127 | .04* | 370 | .11 |
| NBT | 3 | 5100 | 760 | .15 | 2223 | .44* |
| NBR | 1 | 1700 | 306 | .18 | 575 | .34 |
| SBL | 2 | 3400 | 77 | .02 | 130 | .04* |
| SBT | 3 | 5100 | 2113 | .41* | 1147 | .22 |
| SBR | d | 1700 | 9 | .01 | 13 | .01 |
| EBL | 1 | 1700 | 8 | .00 | 12 | .01 |
| EBT | 1 | 1700 | 138 | .08* | 245 | .14* |
| EBR | 1 | 1700 | 336 | .20 | 190 | .11 |
| WBL | 2 | 3400 | 752 | .22* | 443 | .13* |
| WBT | 1 | 1700 | 275 | .16 | 187 | .11 |
| WBR | d | 1700 | 146 | .09 | 95 | .06 |
| Right Turn Adjustment | | | EBR | .09* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .89 | | .80 |

287 . Jeffrey Rd. at I-5 NB Ramps

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|------------|-------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 806 | .16 | 2347 | .46* |
| NBR | f | | 250 | | 270 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 2526 | .50* | 1469 | .29 |
| SBR | f | | 700 | | 340 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1.5 | | 434 | .13* | 531 | |
| WBT | 0 | 5100 | 0 | | 0 | .27* |
| WBR | 1.5 | | 364 | {.00} | 863 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .68 | | .78 |

293 . Jeffrey Rd. at I-405 NB Ramps

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 1278 | .25 | 2142 | .42* |
| NBR | f | | 301 | | 80 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 2118 | .42* | 1414 | .28 |
| SBR | f | | 1304 | | 550 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 2 | 3400 | 832 | .24* | 1176 | .35* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 1 | 1700 | 197 | .12 | 398 | .23 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .71 | | .82 |

294 . University Dr. at I-405 SB Ramps

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 1086 | .21 | 1709 | .34 |
| NBR | f | | 980 | | 1120 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 2159 | .42* | 2008 | .39* |
| SBR | f | | 300 | | 230 | |
| EBL | 2 | 3400 | 434 | .13* | 641 | .19* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 121 | .07 | 102 | .06 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .60 | | .63 |

300 . Sand Canyon. Av. at Portola Pkwy.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 142 | .04* | 488 | .14* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 2 | 3400 | 180 | .05 | 379 | .11 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 2 | 3400 | 340 | .10 | 691 | .20* |
| EBR | f | | 453 | | 156 | |
| WBL | 2 | 3400 | 417 | .12 | 224 | .07* |
| WBT | 2 | 3400 | 888 | .26* | 552 | .16 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .35 | | .46 |

301 . Sand Canyon. Av. at Irvine Bl.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 77 | .02* | 389 | .11* |
| NBT | 3 | 5100 | 389 | .08 | 748 | .15 |
| NBR | 2 | 3400 | 344 | .10 | 564 | .17 |
| SBL | 2 | 3400 | 400 | .12 | 106 | .03 |
| SBT | 2 | 3400 | 779 | .23* | 413 | .12* |
| SBR | 1 | 1700 | 60 | .04 | 131 | .08 |
| EBL | 2 | 3400 | 105 | .03 | 124 | .04* |
| EBT | 4 | 6800 | 1089 | .16* | 1023 | .15 |
| EBR | 1 | 1700 | 224 | .13 | 133 | .08 |
| WBL | 2 | 3400 | 659 | .19* | 456 | .13 |
| WBT | 3 | 5100 | 1224 | .24 | 1443 | .28* |
| WBR | 1 | 1700 | 127 | .07 | 440 | .26 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .65 | | .60 |

302 . Sand Canyon. Av. at Trabuco Pkwy.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 246 | .07* | 511 | .15 |
| NBT | 3 | 5100 | 533 | .10 | 2156 | .42* |
| NBR | f | | 115 | | 318 | |
| SBL | 2 | 3400 | 125 | .04 | 180 | .05* |
| SBT | 3 | 5100 | 2255 | .44* | 882 | .17 |
| SBR | 1 | 1700 | 85 | .05 | 83 | .05 |
| EBL | 2 | 3400 | 90 | .03* | 125 | .04 |
| EBT | 3 | 5100 | 90 | .02 | 243 | .05* |
| EBR | f | | 430 | | 241 | |
| WBL | 2 | 3400 | 296 | .09 | 280 | .08* |
| WBT | 3 | 5100 | 459 | .09* | 147 | .03 |
| WBR | d | 1700 | 178 | .10 | 183 | .11 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .68 | | .65 |

303 . Sand Canyon. Av. at I-5 NB Ramps

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|-------------------|--------|-------------------|--------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 148 | .04* | 824 | .24* |
| NBT | 4 | 6800 | 844 | .12 | 2753 | .40 |
| NBR | d | 1700 | 8 | .00 | 57 | .03 |
| SBL | 1 | 1700 | 6 | .00 | 12 | .01 |
| SBT | 4 | 6800 | 3165 | .47* | 1316 | .19* |
| SBR | 1 | 1700 | 308 | .18 | 277 | .16 |
| EBL | 1.5 | | 258 | {.08}* | 492 | {.15}* |
| EBT | 0.5 | 3400 | 7 | .08 | 11 | .15 |
| EBR | 2 | 3400 | 506 | .15 | 327 | .10 |
| WBL | 1 | 1700 | 9 | .01 | 7 | .00 |
| WBT | 1 | 1700 | 4 | .01* | 9 | .01* |
| WBR | 0 | 0 | 8 | | 5 | |
| Right Turn Adjustment | | | EBR | .04* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .69 | | .64 |

304 . Sand Canyon. Av. at Marine Wy.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 4 | 6800 | 898 | .13 | 3419 | .50* |
| NBR | d | 1700 | 183 | .11 | 286 | .17 |
| SBL | 2 | 3400 | 177 | .05 | 104 | .03* |
| SBT | 4 | 6800 | 3481 | .51* | 1549 | .23 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1 | 1700 | 329 | .19* | 261 | .15* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 1 | 1700 | 82 | .05 | 211 | .12 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .75 | | .73 |

305 . Sand Canyon. Av. at I-5 SB Ramps

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|-------------------|------|-------------------|-------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 4 | 6800 | 772 | .11 | 3213 | .47* |
| NBR | d | 1700 | 161 | .09 | 358 | .21 |
| SBL | 2 | 3400 | 857 | .25 | 582 | .17* |
| SBT | 4 | 6800 | 2959 | .44* | 1267 | .19 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 2.5 | | 370 | .11* | 477 | .09* |
| EBT | 0 | 6800 | 3 | | 0 | |
| EBR | 1.5 | | 1058 | .31 | 273 | {.00} |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | EBR | .20* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .80 | | .78 |

306 . Sand Canyon. Av. at Oak Cyn./Laguna Cyn. R.

307 . Sand Canyon. Av. at ICD

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|------------|-------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 71 | .04 | 164 | .10 |
| NBT | 3 | 5100 | 533 | .10* | 1612 | .32* |
| NBR | 1 | 1700 | 146 | .09 | 130 | .08 |
| SBL | 2 | 3400 | 1393 | .41* | 458 | .13* |
| SBT | 3 | 5100 | 1760 | .35 | 880 | .17 |
| SBR | d | 1700 | 241 | .14 | 127 | .07 |
| EBL | 2 | 3400 | 76 | .02 | 210 | .06 |
| EBT | 1 | 1700 | 131 | .08* | 161 | .09* |
| EBR | d | 1700 | 104 | .06 | 59 | .03 |
| WBL | 2 | 3400 | 76 | .02* | 170 | .05* |
| WBT | 1.5 | 5100 | 158 | {.05} | 59 | .03 |
| WBR | 1.5 | | 270 | | 1278 | .38 |
| Right Turn Adjustment Clearance Interval | | | | | WBR | .20* |
| | | | | | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .66 | .84 | |

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 113 | .03* | 206 | .06 |
| NBT | 3 | 5100 | 613 | .12 | 1159 | .23* |
| NBR | 1 | 1700 | 163 | .10 | 110 | .06 |
| SBL | 2 | 3400 | 413 | .12 | 175 | .05* |
| SBT | 3 | 5100 | 1281 | .25* | 650 | .13 |
| SBR | 1 | 1700 | 276 | .16 | 266 | .16 |
| EBL | 2 | 3400 | 189 | .06* | 301 | .09* |
| EBT | 3 | 5100 | 486 | .10 | 555 | .11 |
| EBR | 1 | 1700 | 164 | .10 | 115 | .07 |
| WBL | 2 | 3400 | 78 | .02 | 205 | .06 |
| WBT | 3 | 5100 | 693 | .14* | 847 | .17* |
| WBR | 1 | 1700 | 79 | .05 | 400 | .24 |
| Right Turn Adjustment Clearance Interval | | | | | WBR | .03* |
| | | | | | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .53 | .62 | |

309 . Sand Canyon. Av. at Barranca Pkwy.

310 . Sand Canyon. Av. at Alton Pkwy.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 135 | .04* | 155 | .05* |
| NBT | 3 | 5100 | 929 | .18 | 942 | .18 |
| NBR | d | 1700 | 119 | .07 | 186 | .11 |
| SBL | 2 | 3400 | 62 | .02 | 110 | .03 |
| SBT | 3 | 5100 | 1133 | .22* | 1018 | .20* |
| SBR | d | 1700 | 82 | .05 | 115 | .07 |
| EBL | 2 | 3400 | 70 | .02* | 168 | .05* |
| EBT | 2 | 3400 | 448 | .13 | 444 | .13 |
| EBR | 1 | 1700 | 91 | .05 | 139 | .08 |
| WBL | 2 | 3400 | 147 | .04 | 202 | .06 |
| WBT | 2 | 3400 | 543 | .16* | 530 | .16* |
| WBR | 1 | 1700 | 61 | .04 | 110 | .06 |
| Clearance Interval | | | | .05* | .05* | |
| TOTAL CAPACITY UTILIZATION | | | | .49 | .51 | |

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 185 | .05 | 222 | .07* |
| NBT | 3 | 5100 | 1075 | .21* | 724 | .14 |
| NBR | 1 | 1700 | 671 | .39 | 156 | .09 |
| SBL | 2 | 3400 | 303 | .09* | 77 | .02 |
| SBT | 3 | 5100 | 913 | .18 | 1111 | .22* |
| SBR | 1 | 1700 | 134 | .08 | 221 | .13 |
| EBL | 2 | 3400 | 162 | .05* | 150 | .04 |
| EBT | 3 | 5100 | 549 | .11 | 737 | .14* |
| EBR | 1 | 1700 | 259 | .15 | 294 | .17 |
| WBL | 2 | 3400 | 301 | .09 | 705 | .21* |
| WBT | 2 | 3400 | 692 | .20* | 778 | .23 |
| WBR | 1 | 1700 | 106 | .06 | 226 | .13 |
| Right Turn Adjustment Clearance Interval | | | | NBR | .07* | |
| | | | | | .05* | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .67 | .69 | |

315 . Laguna Canyon Rd. at Alton Pkwy.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 113 | .07* | 225 | .13* |
| NBT | 2 | 3400 | 161 | .05 | 187 | .06 |
| NBR | d | 1700 | 66 | .04 | 157 | .09 |
| SBL | 1 | 1700 | 57 | .03 | 65 | .04 |
| SBT | 2 | 3400 | 214 | .06* | 165 | .05* |
| SBR | d | 1700 | 39 | .02 | 69 | .04 |
| EBL | 2 | 3400 | 103 | .03* | 32 | .01* |
| EBT | 2 | 3400 | 677 | .20 | 808 | .24 |
| EBR | 1 | 1700 | 212 | .12 | 83 | .05 |
| WBL | 2 | 3400 | 94 | .03 | 92 | .03 |
| WBT | 2 | 3400 | 1089 | .32* | 925 | .27* |
| WBR | 1 | 1700 | 86 | .05 | 100 | .06 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .53 | | .51 |

316 . SR-133 SB Ramps at Irvine Bl.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1 | 1700 | 238 | .14* | 105 | .06* |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 2 | 3400 | 282 | .08 | 213 | .06 |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 4 | 6800 | 1477 | .22* | 1535 | .23 |
| EBR | d | 1700 | 332 | .20 | 179 | .11 |
| WBL | 1 | 1700 | 240 | .14* | 241 | .14 |
| WBT | 3 | 5100 | 1583 | .31 | 2097 | .41* |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .55 | | .52 |

317 . SR-133 NB Ramps at Irvine Bl.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 108 | .06* | 220 | .13* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 1 | 1700 | 288 | .17 | 464 | .27 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 2 | 3400 | 1572 | .46* | 1480 | .44 |
| EBR | f | | 210 | | 271 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 3 | 5100 | 1732 | .37 | 2175 | .46* |
| WBR | 0 | 0 | 140 | | 160 | |
| Right Turn Adjustment | | | NBR | .11* | NBR | .12* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .68 | | .76 |

318 . Banting at Barranca Pkwy.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 20 | .01* | 32 | .01 |
| NBT | 1 | 1700 | 6 | .00 | 180 | .11* |
| NBR | 1 | 1700 | 14 | .01 | 148 | .09 |
| SBL | 2 | 3400 | 841 | .25 | 110 | .03* |
| SBT | 2 | 3400 | 617 | .36* | 116 | .07 |
| SBR | 0 | 0 | 672 | .40 | 204 | .12 |
| EBL | 1 | 1700 | 33 | .02* | 245 | .14* |
| EBT | 2 | 3400 | 519 | .15 | 895 | .26 |
| EBR | d | 1700 | 38 | .02 | 40 | .02 |
| WBL | 1 | 1700 | 27 | .02 | 14 | .01 |
| WBT | 2 | 3400 | 682 | .20* | 618 | .18* |
| WBR | f | | 71 | | 709 | |
| Right Turn Adjustment | | | SBR | .02* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .66 | | .51 |

338 . Alton Pkwy. at Irvine Bl.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|----------------|----------|----------------|----------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 2 | 3400 | 201 | .06* | 663 | .20* |
| NBT | 3 | 5100 | 379 | .07 | 1177 | .23 |
| NBR | f | | 91 | | 171 | |
| SBL | 2 | 3400 | 255 | .08 | 162 | .05 |
| SBT | 3 | 5100 | 1481 | .29* | 505 | .10* |
| SBR | f | | 573 | | 633 | |
| EBL | 2 | 3400 | 498 | .15* | 592 | .17* |
| EBT | 3 | 5100 | 1116 | .22 | 789 | .15 |
| EBR | 1 | 1700 | 716 | .42 | 269 | .16 |
| WBL | 2 | 3400 | 256 | .08 | 127 | .04 |
| WBT | 3 | 5100 | 868 | .17* | 1438 | .28* |
| WBR | 1 | 1700 | 176 | .10 | 275 | .16 |
| Right Turn Adjustment | | | EBR | .13* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .85 | | .80 |

339 . Alton Pkwy. at Toledo Wy.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|----------------|----------|----------------|----------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 1 | 1700 | 69 | .04* | 32 | .02 |
| NBT | 3 | 5100 | 1088 | .21 | 2064 | .40* |
| NBR | f | | 74 | | 285 | |
| SBL | 1 | 1700 | 70 | .04 | 27 | .02* |
| SBT | 3 | 5100 | 2178 | .43* | 994 | .20 |
| SBR | 0 | 0 | 26 | | 9 | |
| EBL | 1 | 1700 | 2 | .00 | 11 | .01 |
| EBT | 1 | 1700 | 6 | .01* | 19 | .06* |
| EBR | 0 | 0 | 12 | | 79 | |
| WBL | 1 | 1700 | 200 | .12* | 90 | .05* |
| WBT | 1 | 1700 | 35 | .02 | 9 | .01 |
| WBR | 1 | 1700 | 141 | .08 | 50 | .03 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .65 | | .58 |

340 . Alton Pkwy. at Jeronimo Rd.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|----------------|----------|----------------|----------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 1 | 1700 | 143 | .08* | 19 | .01 |
| NBT | 3 | 5100 | 990 | .19 | 1916 | .38* |
| NBR | f | | 203 | | 307 | |
| SBL | 2 | 3400 | 117 | .03 | 78 | .02* |
| SBT | 3 | 5100 | 2058 | .42* | 1374 | .27 |
| SBR | 0 | 0 | 78 | | 9 | |
| EBL | 1 | 1700 | 11 | .01 | 50 | .03 |
| EBT | 1 | 1700 | 12 | .01* | 24 | .01* |
| EBR | f | | 27 | | 118 | |
| WBL | 2 | 3400 | 374 | .11* | 228 | .07* |
| WBT | 1 | 1700 | 41 | .02 | 13 | .01 |
| WBR | 1 | 1700 | 96 | .06 | 124 | .07 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .67 | | .53 |

341 . Alton Pkwy. at Barranca Pkwy./Muirlands Bl.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|----------------|----------|----------------|----------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 1 | 1700 | 6 | .00 | 25 | .01 |
| NBT | 3 | 5100 | 921 | .18 | 1153 | .23* |
| NBR | f | | 136 | | 462 | |
| SBL | 2 | 3400 | 78 | .02 | 99 | .03* |
| SBT | 3 | 5100 | 1419 | .28* | 1034 | .20 |
| SBR | f | | 851 | | 462 | |
| EBL | 2 | 3400 | 375 | .11* | 903 | .27* |
| EBT | 2 | 3400 | 136 | .04 | 499 | .15 |
| EBR | d | 1700 | 12 | .01 | 8 | .00 |
| WBL | 2 | 3400 | 300 | .09 | 177 | .05 |
| WBT | 2 | 3400 | 394 | .14* | 273 | .11* |
| WBR | 0 | 0 | 84 | | 93 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .58 | | .69 |

367 . Bake Pkwy. at I-5 NB Ramps

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 3049 | .60* | 2855 | .56* |
| NBR | f | | 480 | | 1250 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 801 | .16 | 984 | .19 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1.5 | | 169 | .10* | 126 | .07* |
| WBT | 0 | 5100 | 0 | | 0 | |
| WBR | 1.5 | | 671 | .20 | 255 | .08 |
| Right Turn Adjustment | | | WBR | .10* | WBR | .01* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .85 | | .69 |

368 . Bake Pkwy. at I-5 SB Ramps

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 849 | .17* | 1921 | .38* |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 731 | .14 | 617 | .12 |
| SBR | f | | 290 | | 610 | |
| EBL | 3 | 5100 | 2711 | .53* | 2309 | .45* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 579 | .34 | 223 | .13 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .75 | | .88 |

371 . Bake Pkwy. at Research Dr.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 27 | .02 | 16 | .01 |
| NBT | 3 | 5100 | 435 | .09* | 469 | .09* |
| NBR | d | 1700 | 18 | .01 | 3 | .00 |
| SBL | 2 | 3400 | 483 | .14* | 228 | .07* |
| SBT | 3 | 5100 | 412 | .08 | 399 | .08 |
| SBR | 1 | 1700 | 625 | .37 | 238 | .14 |
| EBL | 2 | 3400 | 121 | .04* | 559 | .16* |
| EBT | 2 | 3400 | 142 | .04 | 188 | .06 |
| EBR | d | 1700 | 7 | .00 | 6 | .00 |
| WBL | 1 | 1700 | 22 | .01 | 4 | .00 |
| WBT | 1 | 1700 | 201 | .12* | 346 | .20* |
| WBR | 1 | 1700 | 277 | .16 | 892 | .52 |
| Right Turn Adjustment | | | SBR | .13* | WBR | .27* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .57 | | .84 |

372 . Bake Pkwy. at ICD

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 4 | .00 | 48 | .01 |
| NBT | 3 | 5100 | 10 | .00* | 28 | .01* |
| NBR | d | 1700 | 6 | .00 | 5 | .00 |
| SBL | 2 | 3400 | 308 | .09* | 365 | .11* |
| SBT | 3 | 5100 | 31 | .01 | 11 | .00 |
| SBR | 1 | 1700 | 110 | .06 | 92 | .05 |
| EBL | 2 | 3400 | 74 | .02* | 135 | .04 |
| EBT | 3 | 5100 | 1175 | .23 | 1806 | .35* |
| EBR | f | | 34 | | 8 | |
| WBL | 1 | 1700 | 5 | .00 | 2 | .00 |
| WBT | 3 | 5100 | 1166 | .23* | 1357 | .27 |
| WBR | d | 1700 | 416 | .24 | 314 | .18 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .39 | | .52 |

441 . Loop Rd. at Jamboree Rd. SB Ramps

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 2 | 3400 | 11 | .00 | 95 | .03* |
| NBR | 1 | 1700 | 19 | .01 | 62 | .04 |
| SBL | 1 | 1700 | 11 | .01 | 9 | .01* |
| SBT | 2 | 3400 | 129 | .04* | 81 | .02 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1.5 | | 541 | .16* | 295 | .09* |
| WBT | 0 | 5100 | 0 | | 0 | |
| WBR | 1.5 | | 29 | | 48 | .03 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .25 | | .18 |

444 . Sand Canyon Av. at Burt Rd.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 22 | .01* | 24 | .01 |
| NBT | 4 | 6800 | 807 | .12 | 3012 | .44* |
| NBR | d | 1700 | 74 | .04 | 94 | .06 |
| SBL | 1 | 1700 | 94 | .06 | 90 | .05* |
| SBT | 3 | 5100 | 3372 | .66* | 1356 | .27 |
| SBR | 1 | 1700 | 111 | .07 | 23 | .01 |
| EBL | 1 | 1700 | 18 | .01 | 77 | .05* |
| EBT | 1 | 1700 | 2 | .00* | 6 | .00 |
| EBR | d | 1700 | 19 | .01 | 47 | .03 |
| WBL | 1 | 1700 | 68 | .04* | 47 | .03 |
| WBT | 1 | 1700 | 7 | .00 | 2 | .00* |
| WBR | 1 | 1700 | 64 | .04 | 90 | .05 |
| Right Turn Adjustment | | | | | WBR | .01* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .76 | | .60 |

452 . Jamboree Rd. at Santiago Canyon Rd.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 991 | .29* | 1759 | .52* |
| NBT | 1 | 1700 | 39 | .02 | 21 | .01 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 2 | 3400 | 11 | .00* | 29 | .01* |
| SBR | d | 1700 | 9 | .01 | 21 | .01 |
| EBL | 1 | 1700 | 11 | .01* | 19 | .01* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 2 | 3400 | 1499 | .44 | 861 | .25 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | EBR | .21* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .56 | | .59 |

463 . Jamboree Rd. at Chapman Ave.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 234 | .07 | 331 | .10 |
| NBT | 2 | 3400 | 194 | .06* | 889 | .26* |
| NBR | 2 | 3400 | 144 | .04 | 188 | .06 |
| SBL | 2 | 3400 | 704 | .21* | 636 | .19* |
| SBT | 3 | 5100 | 768 | .15 | 219 | .04 |
| SBR | 1 | 1700 | 34 | .02 | 37 | .02 |
| EBL | 2 | 3400 | 60 | .02* | 62 | .02 |
| EBT | 3 | 5100 | 732 | .14 | 929 | .18* |
| EBR | 1 | 1700 | 195 | .11 | 143 | .08 |
| WBL | 2 | 3400 | 277 | .08 | 178 | .05* |
| WBT | 3 | 5100 | 1122 | .22* | 935 | .18 |
| WBR | 2 | 3400 | 776 | .23 | 772 | .23 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .56 | | .73 |

555 . Bake Pkwy. at Rancho Pkwy. S

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|-----------|----------|-----------|----------|
| | LANES | CAPACITY | AM PK VOL | HOUR V/C | PM PK VOL | HOUR V/C |
| NBL | 1 | 1700 | 240 | .14* | 23 | .01 |
| NBT | 2 | 3400 | 993 | .29 | 2031 | .60* |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 2 | 3400 | 1784 | .52* | 1158 | .34 |
| SBR | 1 | 1700 | 270 | .16 | 48 | .03 |
| EBL | 2 | 3400 | 47 | .01* | 294 | .09* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 16 | .01 | 136 | .08 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .72 .74

556 . Ridge Valley at Portola Pkwy.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|-----------|----------|-----------|----------|
| | LANES | CAPACITY | AM PK VOL | HOUR V/C | PM PK VOL | HOUR V/C |
| NBL | 1 | 1700 | 187 | .11* | 115 | .07 |
| NBT | 1 | 1700 | 18 | .04 | 81 | .19* |
| NBR | 0 | 0 | 44 | | 245 | |
| SBL | 1 | 1700 | 131 | .08 | 31 | .02* |
| SBT | 1 | 1700 | 61 | .04* | 52 | .03 |
| SBR | 1 | 1700 | 35 | .02 | 17 | .01 |
| EBL | 1 | 1700 | 21 | .01* | 8 | .00 |
| EBT | 2 | 3400 | 425 | .13 | 994 | .29* |
| EBR | d | 1700 | 88 | .05 | 122 | .07 |
| WBL | 1 | 1700 | 171 | .10 | 76 | .04* |
| WBT | 2 | 3400 | 999 | .29* | 577 | .17 |
| WBR | d | 1700 | 21 | .01 | 91 | .05 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .50 .59

558 . O St. at Irvine Bl.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|-----------|----------|-----------|----------|
| | LANES | CAPACITY | AM PK VOL | HOUR V/C | PM PK VOL | HOUR V/C |
| NBL | 2 | 3400 | 214 | .06* | 320 | .09* |
| NBT | 2 | 3400 | 37 | .01 | 199 | .06 |
| NBR | d | 1700 | 43 | .03 | 63 | .04 |
| SBL | 1 | 1700 | 116 | .07 | 51 | .03 |
| SBT | 1 | 1700 | 277 | .16* | 99 | .06* |
| SBR | 2 | 3400 | 585 | .17 | 262 | .08 |
| EBL | 2 | 3400 | 124 | .04* | 432 | .13* |
| EBT | 3 | 5100 | 1421 | .28 | 1245 | .24 |
| EBR | 1 | 1700 | 384 | .23 | 280 | .16 |
| WBL | 2 | 3400 | 69 | .02 | 80 | .02 |
| WBT | 2 | 3400 | 1301 | .38* | 1768 | .52* |
| WBR | 1 | 1700 | 29 | .02 | 119 | .07 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .69 .85

559 . O St. at Trabuco Rd.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|-----------|----------|-----------|----------|
| | LANES | CAPACITY | AM PK VOL | HOUR V/C | PM PK VOL | HOUR V/C |
| NBL | 1 | 1700 | 18 | .01 | 21 | .01 |
| NBT | 1 | 1700 | 11 | .01* | 18 | .01* |
| NBR | 0 | 0 | 1 | | 2 | |
| SBL | 1 | 1700 | 29 | .02* | 29 | .02* |
| SBT | 1 | 1700 | 5 | .00 | 12 | .01 |
| SBR | 1 | 1700 | 559 | .33 | 383 | .23 |
| EBL | 2 | 3400 | 274 | .08* | 437 | .13* |
| EBT | 2 | 3400 | 220 | .07 | 349 | .11 |
| EBR | 0 | 0 | 5 | | 17 | |
| WBL | 1 | 1700 | 0 | .00 | 1 | .00 |
| WBT | 2 | 3400 | 383 | .12* | 376 | .12* |
| WBR | 0 | 0 | 26 | | 36 | |
| Right Turn Adjustment | | | SBR | .23* | SBR | .08* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .51 .41

Note: Assumes Right-Turn Overlap for SBR

560 . 0 St. at Marine Wy.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|----------------|----------|----------------|----------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 0 | 0 | 164 | {.10}* | 266 | {.16}* |
| NBT | 1 | 1700 | 26 | .11 | 125 | .23 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 1 | 1700 | 115 | .19* | 76 | .11* |
| SBR | 0 | 0 | 216 | | 104 | |
| EBL | 1 | 1700 | 74 | .04* | 145 | .09* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 245 | .14 | 224 | .13 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment Clearance Interval | | | EBR | .02* | | .05* |
| | | | | .05* | | |
| TOTAL CAPACITY UTILIZATION | | | | .40 | | .41 |

567 . Marine Wy. at Alton Pkwy.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|----------------|----------|----------------|----------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 2 | 3400 | 19 | .01* | 13 | .00 |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 1 | 1700 | 11 | .01 | 17 | .01 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 3 | 5100 | 1219 | .24 | 1673 | .33* |
| EBR | f | | 13 | | 18 | |
| WBL | 2 | 3400 | 17 | .01 | 12 | .00 |
| WBT | 3 | 5100 | 1851 | .36* | 1187 | .23 |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment Clearance Interval | | | | | NBR | .01* |
| | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .42 | | .39 |

572 . Modjeska at Irvine Bl.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|----------------|----------|----------------|----------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 1 | 1700 | 45 | .03 | 64 | .04 |
| NBT | 1 | 1700 | 52 | .03* | 94 | .06* |
| NBR | 1 | 1700 | 123 | .07 | 92 | .05 |
| SBL | 2 | 3400 | 329 | .10* | 165 | .05* |
| SBT | 1 | 1700 | 92 | .05 | 101 | .06 |
| SBR | d | 1700 | 120 | .07 | 114 | .07 |
| EBL | 1 | 1700 | 66 | .04 | 133 | .08* |
| EBT | 3 | 5100 | 1523 | .30* | 1166 | .23 |
| EBR | 1 | 1700 | 51 | .03 | 81 | .05 |
| WBL | 1 | 1700 | 97 | .06* | 168 | .10 |
| WBT | 3 | 5100 | 1198 | .23 | 1805 | .35* |
| WBR | 1 | 1700 | 152 | .09 | 274 | .16 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .54 | | .59 |

637 . Sterling at Muirlands Bl.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|----------------|----------|----------------|----------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 4 | | 29 | |
| SBT | 1 | 1700 | 0 | .01* | 0 | .08* |
| SBR | 0 | 0 | 16 | | 114 | |
| EBL | 1 | 1700 | 62 | .04* | 14 | .01 |
| EBT | 2 | 3400 | 296 | .09 | 1041 | .31* |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 2 | 3400 | 694 | .21* | 356 | .11 |
| WBR | 0 | 0 | 28 | | 6 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .31 .44

627 . LY St. at Irvine Bl.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|----------------|----------|----------------|----------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 1 | 1700 | 114 | .07* | 120 | .07* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 1 | 1700 | 136 | .08 | 111 | .07 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 3 | 5100 | 1454 | .29* | 1179 | .23 |
| EBR | 1 | 1700 | 104 | .06 | 112 | .07 |
| WBL | 1 | 1700 | 96 | .06* | 168 | .10 |
| WBT | 2 | 3400 | 1136 | .33 | 1910 | .56* |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .47 .68

790 . Z St. at Irvine Bl.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|----------------|----------|----------------|----------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 1 | 1700 | 76 | .04 | 101 | .06* |
| NBT | 1 | 1700 | 19 | .01* | 43 | .03 |
| NBR | 1 | 1700 | 177 | .10 | 126 | .07 |
| SBL | 1 | 1700 | 192 | .11* | 64 | .04 |
| SBT | 1 | 1700 | 76 | .04 | 34 | .02* |
| SBR | 1 | 1700 | 83 | .05 | 52 | .03 |
| EBL | 1 | 1700 | 24 | .01 | 50 | .03* |
| EBT | 3 | 5100 | 1891 | .37* | 1333 | .26 |
| EBR | 1 | 1700 | 81 | .05 | 72 | .04 |
| WBL | 1 | 1700 | 133 | .08* | 164 | .10 |
| WBT | 3 | 5100 | 1312 | .26 | 2122 | .42* |
| WBR | 1 | 1700 | 27 | .02 | 107 | .06 |
| Right Turn Adjustment | | | NBR | .03* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .65 .58

800 . LQ St. at Irvine Bl.

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|-------|----------|----------------|----------|----------------|----------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 0 | 0 | 8 | | 9 | |
| NBT | 0 | 0 | 3 | | 6 | |
| NBR | 0 | 0 | 20 | | 15 | |
| SBL | 1 | 1700 | 155 | .09* | 67 | .04* |
| SBT | 0 | 0 | 5 | | 5 | |
| SBR | 1 | 1700 | 62 | .04 | 40 | .02 |
| EBL | 1 | 1700 | 27 | .02 | 66 | .04* |
| EBT | 2 | 3400 | 2215 | .65* | 1538 | .46 |
| EBR | 0 | 0 | 0 | | 25 | |
| WBL | 0 | 0 | 25 | (.01)* | 0 | |
| WBT | 2 | 3400 | 1490 | .45 | 2360 | .69* |
| WBR | 1 | 1700 | 60 | .04 | 197 | .12 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .80 .82

790 Z St. at Irvine Bl.

17366

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|------------|----------|-------------------|-------------|-------------------|-------------|
| | ✓ LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 1 | 1700 | 76 | .04 | 101 | .06* |
| NBT | 1 | 1700 | 19 | .01* | 43 | .03 |
| NBR | 1 | 1700 | 177 | .10 | 126 | .07 |
| SBL | 1 | 1700 | 192 | .11* | 64 | .04 |
| SBT | 1 | 1700 | 76 | .04 | 34 | .02* |
| SBR | 1 | 1700 | 83 | .05 | 52 | .03 |
| EBL | 1 | 1700 | 24 | .01 | 50 | .03* |
| EBT | 3 | 5100 | 1891 | .37* | 1333 | .26 |
| EBR | 1 | 1700 | 81 | .05 | 72 | .04 |
| WBL | 1 | 1700 | 133 | .08* | 164 | .10 |
| WBT | 3 | 5100 | 1312 | .26 | 2122 | .42* |
| WBR | 1 | 1700 | 27 | .02 | 107 | .06 |
| Right Turn Adjustment | | | NBR | .03* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .65 | | .58 | |

800 LQ St. at Irvine Bl.

17202

| ITAM 8.4-10 2015 Base WpWdb (IRVINE ISEC) | | | | | | |
|---|------------|----------|-------------------|-------------|-------------------|-------------|
| | / LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1 | 1700 | 157 | .09* | 65 | .04* |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 1 | 1700 | 56 | .03 | 38 | .02 |
| EBL | 1 | 1700 | 23 | .01 | 79 | .05* |
| EBT | 2 | 3400 | 2223 | .65* | 1550 | .46 |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 2 | 3400 | 1494 | .44 | 2365 | .70* |
| WBR | 1 | 1700 | 57 | .03 | 183 | .11 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .79 | | .84 | |

FORECAST INTERSECTION VOLUMES

ITAM SHEETS

**HERITAGE FIELDS PROJECT 2012 – GPA/ZC TRAFFIC STUDY
YEAR 2015 – WITH 2012 MODIFIED PROJECT OPTION 1**

268 . W. Yale Loop at Alton Pkwy.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 160 | .09* | 125 | .07* |
| NBT | 2 | 3400 | 212 | .06 | 201 | .06 |
| NBR | d | 1700 | 158 | .09 | 264 | .16 |
| SBL | 1 | 1700 | 129 | .08 | 62 | .04 |
| SBT | 2 | 3400 | 296 | .09* | 108 | .03* |
| SBR | d | 1700 | 124 | .07 | 109 | .06 |
| EBL | 1 | 1700 | 97 | .06* | 99 | .06 |
| EBT | 2 | 3400 | 656 | .19 | 1148 | .34* |
| EBR | d | 1700 | 125 | .07 | 163 | .10 |
| WBL | 1 | 1700 | 89 | .05 | 200 | .12* |
| WBT | 2 | 3400 | 1129 | .33* | 919 | .27 |
| WBR | d | 1700 | 142 | .08 | 111 | .07 |
| Right Turn Adjustment | | | | | NBR | .01* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .62 .62

271 . E. Yale Lp. at Alton Pkwy.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 230 | .14* | 96 | .06 |
| NBT | 2 | 3400 | 233 | .07 | 156 | .05* |
| NBR | d | 1700 | 527 | .31 | 264 | .16 |
| SBL | 2 | 3400 | 207 | .06 | 182 | .05* |
| SBT | 2 | 3400 | 107 | .03* | 135 | .04 |
| SBR | d | 1700 | 146 | .09 | 77 | .05 |
| EBL | 1 | 1700 | 141 | .08* | 234 | .14 |
| EBT | 2 | 3400 | 600 | .22 | 1164 | .39* |
| EBR | 0 | 0 | 140 | | 148 | |
| WBL | 2 | 3400 | 189 | .06 | 467 | .14* |
| WBT | 2 | 3400 | 1059 | .31* | 888 | .26 |
| WBR | d | 1700 | 143 | .08 | 130 | .08 |
| Right Turn Adjustment | | | | | NBR | .07* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .68 .68

282 . Jeffrey Rd. at Portola Pkwy.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 740 | .22* | 560 | .16* |
| NBT | 1 | 1700 | 23 | .01 | 50 | .03 |
| NBR | f | | 20 | | 129 | |
| SBL | 1 | 1700 | 21 | .01 | 142 | .08 |
| SBT | 1 | 1700 | 21 | .01* | 58 | .03* |
| SBR | 1 | 1700 | 8 | .00 | 20 | .01 |
| EBL | 1 | 1700 | 26 | .02* | 96 | .06 |
| EBT | 2 | 3400 | 731 | .22 | 963 | .28* |
| EBR | 1 | 1700 | 374 | .22 | 273 | .16 |
| WBL | 2 | 3400 | 126 | .04 | 291 | .09* |
| WBT | 2 | 3400 | 927 | .27* | 443 | .13 |
| WBR | 1 | 1700 | 21 | .01 | 33 | .02 |
| Clearance Interval | | | | .05* | | .05* |
| Note: Assumes Right-Turn Overlap for EBR | | | | | | |

TOTAL CAPACITY UTILIZATION .57 .61

283 . Jeffrey Rd. at Irvine Bl.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 88 | .03* | 320 | .09 |
| NBT | 3 | 5100 | 401 | .08 | 561 | .11* |
| NBR | f | | 284 | | 409 | |
| SBL | 2 | 3400 | 150 | .04 | 158 | .05* |
| SBT | 3 | 5100 | 649 | .13* | 311 | .06 |
| SBR | 1 | 1700 | 34 | .02 | 82 | .05 |
| EBL | 2 | 3400 | 59 | .02* | 61 | .02* |
| EBT | 3 | 5100 | 956 | .23 | 1286 | .30 |
| EBR | 0 | 0 | 235 | | 248 | |
| WBL | 2 | 3400 | 466 | .14 | 294 | .09 |
| WBT | 2 | 3400 | 1448 | .43* | 1452 | .43* |
| WBR | 1 | 1700 | 219 | .13 | 248 | .15 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .66 .66

284 . Jeffrey Rd. at Bryan Av.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 158 | .05* | 300 | .09 |
| NBT | 3 | 5100 | 510 | .13 | 990 | .27* |
| NBR | 0 | 0 | 145 | | 411 | |
| SBL | 2 | 3400 | 63 | .02 | 68 | .02* |
| SBT | 3 | 5100 | 1001 | .20* | 599 | .12 |
| SBR | 1 | 1700 | 320 | .19 | 192 | .11 |
| EBL | 1 | 1700 | 204 | .12* | 179 | .11* |
| EBT | 2 | 3400 | 142 | .04 | 230 | .07 |
| EBR | d | 1700 | 175 | .10 | 201 | .12 |
| WBL | 2 | 3400 | 434 | .13 | 210 | .06 |
| WBT | 1 | 1700 | 342 | .20* | 198 | .12* |
| WBR | d | 1700 | 96 | .06 | 81 | .05 |
| Clearance Interval | | | | .05* | .05* | |
| TOTAL CAPACITY UTILIZATION | | | | .62 | .57 | |

285 . Jeffrey Rd. at Trabuco Rd.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 115 | .03* | 218 | .06 |
| NBT | 3 | 5100 | 616 | .12 | 1720 | .34* |
| NBR | d | 1700 | 190 | .11 | 476 | .28 |
| SBL | 2 | 3400 | 148 | .04 | 75 | .02* |
| SBT | 3 | 5100 | 1323 | .26* | 861 | .17 |
| SBR | 1 | 1700 | 256 | .15 | 111 | .07 |
| EBL | 2 | 3400 | 181 | .05 | 279 | .08 |
| EBT | 2 | 3400 | 352 | .10* | 539 | .16* |
| EBR | 1 | 1700 | 128 | .08 | 152 | .09 |
| WBL | 2 | 3400 | 583 | .17* | 207 | .06* |
| WBT | 2 | 3400 | 701 | .21 | 441 | .13 |
| WBR | 1 | 1700 | 64 | .04 | 171 | .10 |
| Clearance Interval | | | | .05* | .05* | |
| TOTAL CAPACITY UTILIZATION | | | | .61 | .63 | |

286 . Jeffrey Rd. at Roosevelt

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 128 | .04* | 359 | .11 |
| NBT | 3 | 5100 | 782 | .15 | 2242 | .44* |
| NBR | 1 | 1700 | 316 | .19 | 594 | .35 |
| SBL | 2 | 3400 | 79 | .02 | 144 | .04* |
| SBT | 3 | 5100 | 2050 | .40* | 1148 | .23 |
| SBR | d | 1700 | 9 | .01 | 13 | .01 |
| EBL | 1 | 1700 | 8 | .00 | 13 | .01 |
| EBT | 1 | 1700 | 146 | .09* | 272 | .16* |
| EBR | 1 | 1700 | 338 | .20 | 191 | .11 |
| WBL | 2 | 3400 | 747 | .22* | 451 | .13* |
| WBT | 1 | 1700 | 284 | .17 | 198 | .12 |
| WBR | d | 1700 | 152 | .09 | 105 | .06 |
| Right Turn Adjustment | | | EBR | .08* | | |
| Clearance Interval | | | | .05* | .05* | |
| TOTAL CAPACITY UTILIZATION | | | | .88 | .82 | |

287 . Jeffrey Rd. at I-5 NB Ramps

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|-------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 820 | .16 | 2355 | .46* |
| NBR | f | | 250 | | 270 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 2500 | .49* | 1473 | .29 |
| SBR | f | | 670 | | 340 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1.5 | | 440 | .13* | 517 | |
| WBT | 0 | 5100 | 0 | | 0 | .27* |
| WBR | 1.5 | | 380 | {.00} | 875 | |
| Clearance Interval | | | | .05* | .05* | |
| TOTAL CAPACITY UTILIZATION | | | | .67 | .78 | |

293 . Jeffrey Rd. at I-405 NB Ramps

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 1308 | .26 | 2150 | .42* |
| NBR | f | | 301 | | 80 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 2128 | .42* | 1454 | .29 |
| SBR | f | | 1294 | | 550 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 2 | 3400 | 832 | .24* | 1156 | .34* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 1 | 1700 | 197 | .12 | 410 | .24 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .71 | .81 | |

294 . University Dr. at I-405 SB Ramps

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 1095 | .21 | 1695 | .33 |
| NBR | f | | 980 | | 1120 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 2158 | .42* | 2006 | .39* |
| SBR | f | | 310 | | 250 | |
| EBL | 2 | 3400 | 465 | .14* | 645 | .19* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 122 | .07 | 104 | .06 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .61 | .63 | |

300 . Sand Canyon. Av. at Portola Pkwy.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 137 | .04* | 490 | .14* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 2 | 3400 | 164 | .05 | 344 | .10 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 2 | 3400 | 328 | .10 | 726 | .21* |
| EBR | f | | 452 | | 158 | |
| WBL | 2 | 3400 | 412 | .12 | 202 | .06* |
| WBT | 2 | 3400 | 898 | .26* | 570 | .17 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .35 | .46 | |

301 . Sand Canyon. Av. at Irvine Bl.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 86 | .03* | 387 | .11* |
| NBT | 3 | 5100 | 367 | .07 | 689 | .14 |
| NBR | 2 | 3400 | 317 | .09 | 497 | .15 |
| SBL | 2 | 3400 | 360 | .11 | 91 | .03 |
| SBT | 2 | 3400 | 736 | .22* | 383 | .11* |
| SBR | 1 | 1700 | 66 | .04 | 127 | .07 |
| EBL | 2 | 3400 | 103 | .03 | 128 | .04* |
| EBT | 4 | 6800 | 1042 | .15* | 1011 | .15 |
| EBR | 1 | 1700 | 225 | .13 | 143 | .08 |
| WBL | 2 | 3400 | 579 | .17* | 424 | .12 |
| WBT | 3 | 5100 | 1238 | .24 | 1397 | .27* |
| WBR | 1 | 1700 | 110 | .06 | 393 | .23 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .62 | .58 | |

302 . Sand Canyon. Av. at Trabuco Pkwy.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 248 | .07* | 532 | .16 |
| NBT | 3 | 5100 | 498 | .10 | 1962 | .38* |
| NBR | f | | 185 | | 462 | |
| SBL | 2 | 3400 | 162 | .05 | 250 | .07* |
| SBT | 3 | 5100 | 2126 | .42* | 781 | .15 |
| SBR | 1 | 1700 | 69 | .04 | 82 | .05 |
| EBL | 2 | 3400 | 77 | .02 | 122 | .04 |
| EBT | 3 | 5100 | 133 | .03* | 379 | .07* |
| EBR | f | | 460 | | 240 | |
| WBL | 2 | 3400 | 450 | .13* | 399 | .12* |
| WBT | 3 | 5100 | 604 | .12 | 236 | .05 |
| WBR | d | 1700 | 217 | .13 | 256 | .15 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .70 | .69 | |

303 . Sand Canyon. Av. at I-5 NB Ramps

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|--------|------------|--------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 157 | .05* | 834 | .25 |
| NBT | 3 | 5100 | 887 | .17 | 2697 | .53* |
| NBR | d | 1700 | 8 | .00 | 57 | .03 |
| SBL | 1 | 1700 | 6 | .00 | 11 | .01* |
| SBT | 4 | 6800 | 3201 | .47* | 1381 | .20 |
| SBR | 1 | 1700 | 339 | .20 | 268 | .16 |
| EBL | 1.5 | | 275 | {.08}* | 499 | {.15}* |
| EBT | 0.5 | 3400 | 7 | .08 | 11 | .15 |
| EBR | 2 | 3400 | 500 | .15 | 372 | .11 |
| WBL | 1 | 1700 | 8 | .00 | 7 | .00 |
| WBT | 1 | 1700 | 4 | .01* | 8 | .01* |
| WBR | 0 | 0 | 8 | | 4 | |
| Right Turn Adjustment | | | EBR | .02* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .68 | .75 | |

304 . Sand Canyon. Av. at Marine Wy.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 974 | .19 | 3328 | .65* |
| NBR | 1 | 1700 | 141 | .08 | 432 | .25 |
| SBL | 2 | 3400 | 159 | .05 | 168 | .05* |
| SBT | 3 | 5100 | 3536 | .69* | 1590 | .31 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 2 | 3400 | 214 | .06* | 310 | .09* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 1 | 1700 | 66 | .04 | 252 | .15 |
| Right Turn Adjustment | | | | | WBR | .02* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .80 | .86 | |

305 . Sand Canyon. Av. at I-5 SB Ramps

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|-------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 4 | 6800 | 797 | .12 | 3244 | .48* |
| NBR | 1 | 1700 | 165 | .10 | 359 | .21 |
| SBL | 2 | 3400 | 832 | .24 | 621 | .18* |
| SBT | 4 | 6800 | 2924 | .43* | 1316 | .19 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 2.5 | | 375 | .11* | 496 | .10* |
| EBT | 0 | 6800 | 3 | | 0 | |
| EBR | 1.5 | | 1083 | .32 | 274 | {.00} |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | EBR | .21* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .80 | .81 | |

306 . Sand Canyon. Av. at Oak Cyn./Laguna Cyn. R

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|-------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 74 | .04 | 160 | .09 |
| NBT | 3 | 5100 | 561 | .11* | 1621 | .32* |
| NBR | 1 | 1700 | 138 | .08 | 125 | .07 |
| SBL | 2 | 3400 | 1385 | .41* | 471 | .14* |
| SBT | 3 | 5100 | 1750 | .34 | 923 | .18 |
| SBR | d | 1700 | 265 | .16 | 133 | .08 |
| EBL | 2 | 3400 | 83 | .02 | 223 | .07 |
| EBT | 1 | 1700 | 127 | .07* | 165 | .10* |
| EBR | d | 1700 | 101 | .06 | 62 | .04 |
| WBL | 2 | 3400 | 70 | .02* | 168 | .05* |
| WBT | 1.5 | 5100 | 161 | {.05} | 58 | .03 |
| WBR | 1.5 | | 276 | | 1291 | .38 |
| Right Turn Adjustment | | | | | WBR | .19* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .66 .85

307 . Sand Canyon. Av. at ICD

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 105 | .03* | 189 | .06 |
| NBT | 3 | 5100 | 608 | .12 | 1150 | .23* |
| NBR | 1 | 1700 | 148 | .09 | 109 | .06 |
| SBL | 2 | 3400 | 409 | .12 | 203 | .06* |
| SBT | 3 | 5100 | 1251 | .25* | 646 | .13 |
| SBR | 1 | 1700 | 279 | .16 | 284 | .17 |
| EBL | 2 | 3400 | 206 | .06* | 291 | .09* |
| EBT | 3 | 5100 | 483 | .09 | 538 | .11 |
| EBR | 1 | 1700 | 161 | .09 | 95 | .06 |
| WBL | 2 | 3400 | 77 | .02 | 189 | .06 |
| WBT | 3 | 5100 | 706 | .14* | 837 | .16* |
| WBR | 1 | 1700 | 86 | .05 | 429 | .25 |
| Right Turn Adjustment | | | | | WBR | .04* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .53 .63

309 . Sand Canyon. Av. at Barranca Pkwy.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 173 | .05* | 185 | .05* |
| NBT | 3 | 5100 | 946 | .19 | 927 | .18 |
| NBR | d | 1700 | 135 | .08 | 185 | .11 |
| SBL | 2 | 3400 | 56 | .02 | 89 | .03 |
| SBT | 3 | 5100 | 1094 | .21* | 1020 | .20* |
| SBR | d | 1700 | 83 | .05 | 113 | .07 |
| EBL | 2 | 3400 | 63 | .02* | 179 | .05* |
| EBT | 2 | 3400 | 449 | .13 | 476 | .14 |
| EBR | 1 | 1700 | 98 | .06 | 184 | .11 |
| WBL | 2 | 3400 | 148 | .04 | 215 | .06 |
| WBT | 2 | 3400 | 574 | .17* | 552 | .16* |
| WBR | 1 | 1700 | 52 | .03 | 94 | .06 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .50 .51

310 . Sand Canyon. Av. at Alton Pkwy.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 181 | .05 | 212 | .06* |
| NBT | 3 | 5100 | 1128 | .22* | 723 | .14 |
| NBR | 1 | 1700 | 674 | .40 | 156 | .09 |
| SBL | 2 | 3400 | 299 | .09* | 83 | .02 |
| SBT | 3 | 5100 | 890 | .17 | 1159 | .23* |
| SBR | 1 | 1700 | 129 | .08 | 226 | .13 |
| EBL | 2 | 3400 | 169 | .05* | 152 | .04 |
| EBT | 3 | 5100 | 547 | .11 | 750 | .15* |
| EBR | 1 | 1700 | 255 | .15 | 289 | .17 |
| WBL | 2 | 3400 | 305 | .09 | 712 | .21* |
| WBT | 2 | 3400 | 690 | .20* | 772 | .23 |
| WBR | 1 | 1700 | 114 | .07 | 235 | .14 |
| Right Turn Adjustment | | | NBR | .07* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .68 .70

315 . Laguna Canyon Rd. at Alton Pkwy.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 117 | .07* | 228 | .13* |
| NBT | 2 | 3400 | 169 | .05 | 192 | .06 |
| NBR | d | 1700 | 64 | .04 | 150 | .09 |
| SBL | 1 | 1700 | 57 | .03 | 67 | .04 |
| SBT | 2 | 3400 | 212 | .06* | 168 | .05* |
| SBR | d | 1700 | 41 | .02 | 75 | .04 |
| EBL | 2 | 3400 | 112 | .03* | 36 | .01* |
| EBT | 2 | 3400 | 679 | .20 | 832 | .24 |
| EBR | 1 | 1700 | 209 | .12 | 84 | .05 |
| WBL | 2 | 3400 | 89 | .03 | 88 | .03 |
| WBT | 2 | 3400 | 1112 | .33* | 937 | .28* |
| WBR | 1 | 1700 | 89 | .05 | 103 | .06 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .54 .52

316 . SR-133 SB Ramps at Irvine Bl.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1 | 1700 | 221 | .13* | 103 | .06* |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 2 | 3400 | 299 | .09 | 216 | .06 |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 4 | 6800 | 1369 | .20* | 1447 | .21 |
| EBR | d | 1700 | 324 | .19 | 166 | .10 |
| WBL | 1 | 1700 | 206 | .12* | 214 | .13 |
| WBT | 3 | 5100 | 1481 | .29 | 1974 | .39* |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .50 .50

317 . SR-133 NB Ramps at Irvine Bl.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 96 | .06* | 216 | .13* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 1 | 1700 | 219 | .13 | 437 | .26 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 2 | 3400 | 1431 | .42* | 1353 | .40 |
| EBR | f | | 210 | | 290 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 3 | 5100 | 1604 | .34 | 2014 | .42* |
| WBR | 0 | 0 | 140 | | 150 | |
| Right Turn Adjustment | | | NBR | .07* | NBR | .11* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .60 .71

318 . Banting at Barranca Pkwy.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 20 | .01* | 35 | .01 |
| NBT | 1 | 1700 | 7 | .00 | 191 | .11* |
| NBR | 1 | 1700 | 13 | .01 | 154 | .09 |
| SBL | 2 | 3400 | 819 | .24 | 113 | .03* |
| SBT | 2 | 3400 | 614 | .36* | 117 | .07 |
| SBR | 0 | 0 | 676 | .40 | 220 | .13 |
| EBL | 1 | 1700 | 39 | .02* | 253 | .15* |
| EBT | 2 | 3400 | 531 | .16 | 906 | .27 |
| EBR | d | 1700 | 39 | .02 | 40 | .02 |
| WBL | 1 | 1700 | 28 | .02 | 13 | .01 |
| WBT | 2 | 3400 | 717 | .21* | 628 | .18* |
| WBR | f | | 85 | | 700 | |
| Right Turn Adjustment | | | SBR | .02* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .67 .52

336 . Alton Pkwy. at SR-241 Ramps

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 186 | .11* | 123 | .07 |
| NBT | 3 | 5100 | 381 | .07 | 759 | .15* |
| NBR | f | | 156 | | 367 | |
| SBL | 1 | 1700 | 124 | .07 | 260 | .15* |
| SBT | 3 | 5100 | 782 | .15* | 411 | .08 |
| SBR | f | | 344 | | 180 | |
| EBL | 2 | 3400 | 107 | .03 | 182 | .05* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | f | | 173 | | 178 | |
| WBL | 2 | 3400 | 315 | .09* | 133 | .04 |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | f | | 322 | | 187 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .40 | .40 | |

338 . Alton Pkwy. at Irvine Bl.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 199 | .06* | 647 | .19* |
| NBT | 3 | 5100 | 370 | .07 | 1155 | .23 |
| NBR | f | | 91 | | 177 | |
| SBL | 2 | 3400 | 258 | .08 | 170 | .05 |
| SBT | 3 | 5100 | 1482 | .29* | 496 | .10* |
| SBR | f | | 571 | | 644 | |
| EBL | 2 | 3400 | 506 | .15* | 617 | .18* |
| EBT | 3 | 5100 | 1082 | .21 | 813 | .16 |
| EBR | 1 | 1700 | 702 | .41 | 270 | .16 |
| WBL | 2 | 3400 | 257 | .08 | 124 | .04 |
| WBT | 3 | 5100 | 880 | .17* | 1449 | .28* |
| WBR | 1 | 1700 | 184 | .11 | 278 | .16 |
| Right Turn Adjustment | | | EBR | .12* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .84 | .80 | |

339 . Alton Pkwy. at Toledo Wy.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 68 | .04* | 31 | .02 |
| NBT | 3 | 5100 | 1066 | .21 | 2035 | .40* |
| NBR | f | | 73 | | 284 | |
| SBL | 1 | 1700 | 71 | .04 | 27 | .02* |
| SBT | 3 | 5100 | 2178 | .43* | 975 | .19 |
| SBR | 0 | 0 | 26 | | 9 | |
| EBL | 1 | 1700 | 2 | .00 | 11 | .01 |
| EBT | 1 | 1700 | 6 | .01* | 19 | .06* |
| EBR | 0 | 0 | 12 | | 79 | |
| WBL | 1 | 1700 | 200 | .12* | 96 | .06* |
| WBT | 1 | 1700 | 36 | .02 | 10 | .01 |
| WBR | 1 | 1700 | 142 | .08 | 54 | .03 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .65 | .59 | |

340 . Alton Pkwy. at Jeronimo Rd.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 144 | .08* | 19 | .01 |
| NBT | 3 | 5100 | 967 | .19 | 1910 | .37* |
| NBR | f | | 204 | | 315 | |
| SBL | 2 | 3400 | 114 | .03 | 72 | .02* |
| SBT | 3 | 5100 | 2064 | .42* | 1380 | .27 |
| SBR | 0 | 0 | 76 | | 8 | |
| EBL | 1 | 1700 | 11 | .01 | 46 | .03 |
| EBT | 1 | 1700 | 12 | .01* | 23 | .01* |
| EBR | f | | 27 | | 123 | |
| WBL | 2 | 3400 | 378 | .11* | 237 | .07* |
| WBT | 1 | 1700 | 40 | .02 | 12 | .01 |
| WBR | 1 | 1700 | 92 | .05 | 115 | .07 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .67 | .52 | |

341 . Alton Pkwy. at Barranca Pkwy./Muirlands Bl.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 6 | .00 | 24 | .01 |
| NBT | 3 | 5100 | 913 | .18 | 1175 | .23* |
| NBR | f | | 140 | | 482 | |
| SBL | 2 | 3400 | 79 | .02 | 103 | .03* |
| SBT | 3 | 5100 | 1435 | .28* | 1050 | .21 |
| SBR | f | | 870 | | 460 | |
| EBL | 2 | 3400 | 377 | .11* | 909 | .27* |
| EBT | 2 | 3400 | 142 | .04 | 515 | .15 |
| EBR | d | 1700 | 12 | .01 | 8 | .00 |
| WBL | 2 | 3400 | 307 | .09 | 182 | .05 |
| WBT | 2 | 3400 | 407 | .14* | 275 | .11* |
| WBR | 0 | 0 | 83 | | 96 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .58 | | .69 |

343 . Alton Pkwy. at Ada

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 335 | .10* | 102 | .03* |
| NBT | 3 | 5100 | 1400 | .27 | 1413 | .28 |
| NBR | d | 1700 | 3 | .00 | 12 | .01 |
| SBL | 1 | 1700 | 6 | .00 | 20 | .01 |
| SBT | 3 | 5100 | 1601 | .31* | 1606 | .31* |
| SBR | d | 1700 | 65 | .04 | 22 | .01 |
| EBL | 1 | 1700 | 10 | .01* | 23 | .01 |
| EBT | 1 | 1700 | 1 | .00 | 9 | .01* |
| EBR | 1 | 1700 | 49 | .03 | 284 | .17 |
| WBL | 1 | 1700 | 15 | .01 | 29 | .02* |
| WBT | 1 | 1700 | 5 | .01* | 6 | .01 |
| WBR | 0 | 0 | 7 | | 15 | |
| Right Turn Adjustment | | | | | EBR | .14* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .48 | | .56 |

344 . Alton Pkwy. at Technology Dr. W.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 560 | .16* | 484 | .14* |
| NBT | 3 | 5100 | 1603 | .31 | 1188 | .23 |
| NBR | 1 | 1700 | 797 | .47 | 197 | .12 |
| SBL | 1 | 1700 | 65 | .04 | 30 | .02 |
| SBT | 4 | 6800 | 1513 | .22* | 1678 | .25* |
| SBR | 1 | 1700 | 109 | .06 | 135 | .08 |
| EBL | 1 | 1700 | 76 | .04* | 276 | .16 |
| EBT | 2 | 3400 | 58 | .02 | 63 | .02* |
| EBR | 2 | 3400 | 158 | .05 | 831 | .24 |
| WBL | 2 | 3400 | 99 | .03 | 971 | .29* |
| WBT | 2 | 3400 | 50 | .01* | 91 | .03 |
| WBR | d | 1700 | 12 | .01 | 26 | .02 |
| Right Turn Adjustment | | | NBR | .11* | EBR | .08* |
| Clearance Interval | | | | .05* | | .05* |
| Note: Assumes Right-Turn Overlap for EBR | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | .59 | | .83 |

345 . Alton Pkwy. at I-5 NB Ramps

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 2195 | .43* | 1634 | .32 |
| NBR | f | | 90 | | 550 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 1405 | .28 | 1736 | .34* |
| SBR | f | | 350 | | 1100 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1.5 | | 585 | | 164 | |
| WBT | 0 | 5100 | 0 | .23* | 0 | .06* |
| WBR | 1.5 | | 575 | | 146 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .71 | | .45 |

366 . Bake Pkwy. at Rockfield Bl.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 227 | .07 | 33 | .01 |
| NBT | 4 | 6800 | 3107 | .46* | 2854 | .42* |
| NBR | f | | 404 | | 170 | |
| SBL | 2 | 3400 | 174 | .05* | 277 | .08* |
| SBT | 4 | 6800 | 2734 | .40 | 1912 | .28 |
| SBR | 1 | 1700 | 12 | .01 | 13 | .01 |
| EBL | 1 | 1700 | 2 | .00 | 22 | .01 |
| EBT | 2 | 3400 | 21 | .01* | 103 | .03* |
| EBR | f | | 17 | | 372 | |
| WBL | 2 | 3400 | 279 | .08* | 832 | .24* |
| WBT | 2 | 3400 | 60 | .02 | 44 | .01 |
| WBR | f | | 81 | | 138 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .65 | | .82 |

367 . Bake Pkwy. at I-5 NB Ramps

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 3020 | .59* | 2856 | .56* |
| NBR | f | | 500 | | 1242 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 850 | .17 | 1141 | .22 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1.5 | | 170 | .10* | 121 | .07* |
| WBT | 0 | 5100 | 0 | | 0 | |
| WBR | 1.5 | | 680 | .20 | 259 | .08 |
| Right Turn Adjustment | | | WBR | .10* | WBR | .01* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .84 | | .69 |

368 . Bake Pkwy. at I-5 SB Ramps

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 908 | .18* | 1946 | .38* |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 772 | .15 | 774 | .15 |
| SBR | f | | 290 | | 600 | |
| EBL | 3 | 5100 | 2632 | .52* | 2264 | .44* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 658 | .39 | 316 | .19 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .75 | | .87 |

371 . Bake Pkwy. at Research Dr.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 42 | .02 | 25 | .01 |
| NBT | 3 | 5100 | 564 | .11* | 679 | .13* |
| NBR | d | 1700 | 22 | .01 | 4 | .00 |
| SBL | 2 | 3400 | 400 | .12* | 185 | .05* |
| SBT | 3 | 5100 | 585 | .11 | 645 | .13 |
| SBR | 1 | 1700 | 658 | .39 | 276 | .16 |
| EBL | 2 | 3400 | 139 | .04* | 567 | .17* |
| EBT | 2 | 3400 | 148 | .04 | 141 | .04 |
| EBR | d | 1700 | 13 | .01 | 10 | .01 |
| WBL | 1 | 1700 | 22 | .01 | 5 | .00 |
| WBT | 1 | 1700 | 150 | .09* | 289 | .17* |
| WBR | 1 | 1700 | 177 | .10 | 704 | .41 |
| Right Turn Adjustment | | | SBR | .15* | WBR | .20* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .56 | | .77 |

437 . Scientific Wy. at ICD

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 2 | 3400 | 5 | .00 | 158 | .05* | |
| NBT | 2 | 3400 | 10 | .00 | 69 | .02 | |
| NBR | 1 | 1700 | 5 | .00 | 16 | .01 | |
| SBL | 2 | 3400 | 5 | .00 | 3 | .00 | |
| SBT | 2 | 3400 | 20 | .01* | 8 | .00* | |
| SBR | 1 | 1700 | 5 | .00 | 10 | .01 | |
| EBL | 1 | 1700 | 41 | .02* | 70 | .04 | |
| EBT | 3 | 5100 | 558 | .11 | 1381 | .27* | |
| EBR | 1 | 1700 | 96 | .06 | 18 | .01 | |
| WBL | 1 | 1700 | 25 | .01 | 4 | .00 | |
| WBT | 3 | 5100 | 1186 | .23* | 862 | .17 | |
| WBR | 1 | 1700 | 81 | .05 | 31 | .02 | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .31 .37

441 . Loop Rd. at Jamboree Rd. SB Ramps

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 0 | 0 | 0 | | 0 | | |
| NBT | 2 | 3400 | 11 | .00 | 87 | .03* | |
| NBR | 1 | 1700 | 19 | .01 | 72 | .04 | |
| SBL | 1 | 1700 | 11 | .01 | 8 | .00 | |
| SBT | 2 | 3400 | 119 | .04* | 74 | .02 | |
| SBR | 0 | 0 | 0 | | 0 | | |
| EBL | 0 | 0 | 0 | | 0 | | |
| EBT | 0 | 0 | 0 | | 0 | | |
| EBR | 0 | 0 | 0 | | 0 | | |
| WBL | 1.5 | | 561 | .17* | 316 | .09* | |
| WBT | 0 | 5100 | 0 | | 0 | | |
| WBR | 1.5 | | 29 | | 43 | .03 | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .26 .17

444 . Sand Canyon Av. at Burt Rd.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 1 | 1700 | 25 | .01* | 24 | .01 | |
| NBT | 3 | 5100 | 842 | .18 | 3043 | .61* | |
| NBR | 0 | 0 | 73 | | 93 | | |
| SBL | 1 | 1700 | 85 | .05 | 91 | .05* | |
| SBT | 3 | 5100 | 3368 | .66* | 1406 | .28 | |
| SBR | 1 | 1700 | 117 | .07 | 23 | .01 | |
| EBL | 1 | 1700 | 18 | .01 | 77 | .05* | |
| EBT | 1 | 1700 | 2 | .00* | 6 | .00 | |
| EBR | d | 1700 | 20 | .01 | 47 | .03 | |
| WBL | 1 | 1700 | 69 | .04* | 47 | .03 | |
| WBT | 1 | 1700 | 8 | .00 | 2 | .00* | |
| WBR | 1 | 1700 | 62 | .04 | 90 | .05 | |
| Right Turn Adjustment | | | | | WBR | .01* | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .76 .77

452 . Jamboree Rd. at Santiago Canyon Rd.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 2 | 3400 | 981 | .29* | 1714 | .50* | |
| NBT | 1 | 1700 | 39 | .02 | 20 | .01 | |
| NBR | 0 | 0 | 0 | | 0 | | |
| SBL | 0 | 0 | 0 | | 0 | | |
| SBT | 2 | 3400 | 11 | .00* | 28 | .01* | |
| SBR | d | 1700 | 9 | .01 | 22 | .01 | |
| EBL | 1 | 1700 | 11 | .01* | 20 | .01* | |
| EBT | 0 | 0 | 0 | | 0 | | |
| EBR | 2 | 3400 | 1409 | .41 | 865 | .25 | |
| WBL | 0 | 0 | 0 | | 0 | | |
| WBT | 0 | 0 | 0 | | 0 | | |
| WBR | 0 | 0 | 0 | | 0 | | |
| Right Turn Adjustment | | | | | EBR | .18* | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .53 .57

555 . Bake Pkwy. at Rancho Pkwy. S

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 238 | .14* | 25 | .01 |
| NBT | 2 | 3400 | 953 | .28 | 2022 | .59* |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 2 | 3400 | 1784 | .52* | 1127 | .33 |
| SBR | 1 | 1700 | 272 | .16 | 45 | .03 |
| EBL | 2 | 3400 | 47 | .01* | 283 | .08* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 16 | .01 | 147 | .09 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .72 .72

556 . Ridge Valley at Portola Pkwy.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 187 | .11* | 112 | .07 |
| NBT | 1 | 1700 | 18 | .04 | 80 | .21* |
| NBR | 0 | 0 | 0 | | 271 | |
| SBL | 1 | 1700 | 130 | .08 | 30 | .02* |
| SBT | 1 | 1700 | 61 | .04* | 56 | .03 |
| SBR | 1 | 1700 | 35 | .02 | 15 | .01 |
| EBL | 1 | 1700 | 20 | .01* | 7 | .00 |
| EBT | 2 | 3400 | 398 | .12 | 979 | .29* |
| EBR | d | 1700 | 82 | .05 | 135 | .08 |
| WBL | 1 | 1700 | 167 | .10 | 99 | .06* |
| WBT | 2 | 3400 | 1008 | .30* | 583 | .17 |
| WBR | d | 1700 | 22 | .01 | 94 | .06 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .51 .63

558 . O St. at Irvine Bl.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 156 | .05* | 252 | .07* |
| NBT | 2 | 3400 | 33 | .01 | 216 | .06 |
| NBR | d | 1700 | 43 | .03 | 63 | .04 |
| SBL | 1 | 1700 | 148 | .09 | 67 | .04 |
| SBT | 2 | 3400 | 285 | .08* | 133 | .04* |
| SBR | f | | 532 | | 272 | |
| EBL | 2 | 3400 | 127 | .04* | 423 | .12* |
| EBT | 3 | 5100 | 1326 | .26 | 1160 | .23 |
| EBR | 1 | 1700 | 280 | .16 | 248 | .15 |
| WBL | 2 | 3400 | 77 | .02 | 89 | .03 |
| WBT | 2 | 3400 | 1272 | .37* | 1646 | .48* |
| WBR | 1 | 1700 | 31 | .02 | 152 | .09 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .59 .76

559 . O St. at Trabuco Rd.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 67 | .04* | 164 | .10* |
| NBT | 1 | 1700 | 49 | .03 | 164 | .10 |
| NBR | 0 | 0 | 0 | | 12 | |
| SBL | 1 | 1700 | 36 | .02 | 34 | .02 |
| SBT | 1 | 1700 | 67 | .04* | 164 | .10* |
| SBR | 1 | 1700 | 786 | .46 | 508 | .30 |
| EBL | 2 | 3400 | 396 | .12* | 603 | .18* |
| EBT | 2 | 3400 | 222 | .08 | 374 | .17 |
| EBR | 0 | 0 | 48 | | 193 | |
| WBL | 1 | 1700 | 5 | .00 | 13 | .01 |
| WBT | 2 | 3400 | 453 | .14* | 398 | .13* |
| WBR | 0 | 0 | 37 | | 43 | |
| Right Turn Adjustment | | SBR | | .30* | SBR | .02* |
| Clearance Interval | | | | .05* | | .05* |
| Note: Assumes Right-Turn Overlap for SBR | | | | | | |

TOTAL CAPACITY UTILIZATION .69 .58

560 . 0 St. at Marine Wy.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|-------------------|------|-------------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 0 | 0 | 0 | | 0 | | |
| NBT | 0 | 0 | 0 | | 0 | | |
| NBR | 0 | 0 | 0 | | 0 | | |
| SBL | 1 | 1700 | 157 | .09* | 202 | .12* | |
| SBT | 0 | 0 | 0 | | 0 | | |
| SBR | 1 | 1700 | 73 | .04 | 168 | .10 | |
| EBL | 1 | 1700 | 37 | .02 | 232 | .14* | |
| EBT | 1 | 1700 | 213 | .13* | 338 | .20 | |
| EBR | 0 | 0 | 0 | | 0 | | |
| WBL | 0 | 0 | 0 | | 0 | | |
| WBT | 1 | 1700 | 167 | .10 | 292 | .17* | |
| WBR | 1 | 1700 | 63 | .04 | 238 | .14 | |
| Clearance Interval | | | | .05* | | .05* | |
| TOTAL CAPACITY UTILIZATION | | | | .27 | | .48 | |

567 . Marine Wy. at Alton Pkwy.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|-------------------|------|-------------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 2 | 3400 | 19 | .01* | 13 | .00 | |
| NBT | 0 | 0 | 0 | | 0 | | |
| NBR | 1 | 1700 | 11 | .01 | 17 | .01 | |
| SBL | 0 | 0 | 0 | | 0 | | |
| SBT | 0 | 0 | 0 | | 0 | | |
| SBR | 0 | 0 | 0 | | 0 | | |
| EBL | 0 | 0 | 0 | | 0 | | |
| EBT | 3 | 5100 | 1209 | .24 | 1713 | .34* | |
| EBR | f | | 13 | | 18 | | |
| WBL | 2 | 3400 | 17 | .01 | 12 | .00 | |
| WBT | 3 | 5100 | 1881 | .37* | 1207 | .24 | |
| WBR | 0 | 0 | 0 | | 0 | | |
| Right Turn Adjustment | | | | | NBR | .01* | |
| Clearance Interval | | | | .05* | | .05* | |
| TOTAL CAPACITY UTILIZATION | | | | .43 | | .40 | |

571 . Portola Springs at Portola Pkwy.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|-------------------|------|-------------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 2 | 3400 | 381 | .11* | 324 | .10* | |
| NBT | 1 | 1700 | 10 | .03 | 23 | .06 | |
| NBR | 0 | 0 | 43 | | 73 | | |
| SBL | 1 | 1700 | 35 | .02 | 24 | .01 | |
| SBT | 1 | 1700 | 86 | .05* | 62 | .04* | |
| SBR | d | 1700 | 311 | .18 | 106 | .06 | |
| EBL | 1 | 1700 | 10 | .01* | 23 | .01 | |
| EBT | 2 | 3400 | 442 | .13 | 913 | .27* | |
| EBR | 1 | 1700 | 113 | .07 | 258 | .15 | |
| WBL | 1 | 1700 | 21 | .01 | 30 | .02* | |
| WBT | 2 | 3400 | 698 | .21* | 471 | .14 | |
| WBR | d | 1700 | 0 | .00 | 5 | .00 | |
| Right Turn Adjustment | | | SBR | .12* | | | |
| Clearance Interval | | | | .05* | | .05* | |
| TOTAL CAPACITY UTILIZATION | | | | .55 | | .48 | |

572 . Modjeska at Irvine Bl.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|-------------------|------|-------------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 1 | 1700 | 39 | .02 | 59 | .03 | |
| NBT | 1 | 1700 | 47 | .03* | 83 | .05* | |
| NBR | 1 | 1700 | 115 | .07 | 88 | .05 | |
| SBL | 2 | 3400 | 341 | .10* | 178 | .05* | |
| SBT | 1 | 1700 | 82 | .05 | 99 | .06 | |
| SBR | d | 1700 | 119 | .07 | 115 | .07 | |
| EBL | 1 | 1700 | 61 | .04 | 122 | .07* | |
| EBT | 3 | 5100 | 1449 | .28* | 1163 | .23 | |
| EBR | 1 | 1700 | 43 | .03 | 66 | .04 | |
| WBL | 1 | 1700 | 95 | .06* | 165 | .10 | |
| WBT | 3 | 5100 | 1205 | .24 | 1747 | .34* | |
| WBR | 1 | 1700 | 162 | .10 | 294 | .17 | |
| Clearance Interval | | | | .05* | | .05* | |
| TOTAL CAPACITY UTILIZATION | | | | .52 | | .56 | |

637 . Sterling at Muirlands Bl.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 0 | 0 | 0 | | 0 | | |
| NBT | 0 | 0 | 0 | | 0 | | |
| NBR | 0 | 0 | 0 | | 0 | | |
| SBL | 0 | 0 | 5 | | 26 | | |
| SBT | 1 | 1700 | 0 | .02* | 0 | .09* | |
| SBR | 0 | 0 | 25 | | 120 | | |
| EBL | 1 | 1700 | 74 | .04* | 23 | .01 | |
| EBT | 2 | 3400 | 295 | .09 | 1084 | .32* | |
| EBR | 0 | 0 | 0 | | 0 | | |
| WBL | 0 | 0 | 0 | | 0 | | |
| WBT | 2 | 3400 | 705 | .22* | 360 | .11 | |
| WBR | 0 | 0 | 26 | | 7 | | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .33 .46

640 . Thomas at Muirlands Bl.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 1 | 1700 | 34 | .02 | 60 | .04* | |
| NBT | 1 | 1700 | 30 | .02* | 6 | .00 | |
| NBR | d | 1700 | 7 | .00 | 35 | .02 | |
| SBL | 1 | 1700 | 12 | .01* | 31 | .02 | |
| SBT | 1 | 1700 | 5 | .00 | 20 | .01* | |
| SBR | d | 1700 | 2 | .00 | 30 | .02 | |
| EBL | 1 | 1700 | 13 | .01* | 2 | .00 | |
| EBT | 2 | 3400 | 200 | .06 | 995 | .29* | |
| EBR | d | 1700 | 57 | .03 | 79 | .05 | |
| WBL | 1 | 1700 | 57 | .03 | 1 | .00 | |
| WBT | 2 | 3400 | 694 | .20* | 271 | .08 | |
| WBR | d | 1700 | 17 | .01 | 2 | .00 | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .29 .39

627 . LY St. at Irvine Bl.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 1 | 1700 | 71 | .04* | 99 | .06* | |
| NBT | 0 | 0 | 0 | | 0 | | |
| NBR | 1 | 1700 | 80 | .05 | 110 | .06 | |
| SBL | 0 | 0 | 0 | | 0 | | |
| SBT | 0 | 0 | 0 | | 0 | | |
| SBR | 0 | 0 | 0 | | 0 | | |
| EBL | 0 | 0 | 0 | | 0 | | |
| EBT | 3 | 5100 | 1420 | .28 | 1153 | .23 | |
| EBR | 1 | 1700 | 72 | .04 | 75 | .04 | |
| WBL | 1 | 1700 | 68 | .04 | 135 | .08 | |
| WBT | 2 | 3400 | 1169 | .34* | 1866 | .55* | |
| WBR | 0 | 0 | 0 | | 0 | | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .43 .66

790 . Z St. at Irvine Bl.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 1 | 1700 | 78 | .05 | 103 | .06* | |
| NBT | 1 | 1700 | 19 | .01* | 46 | .03 | |
| NBR | 1 | 1700 | 184 | .11 | 155 | .09 | |
| SBL | 1 | 1700 | 186 | .11* | 68 | .04 | |
| SBT | 1 | 1700 | 66 | .04 | 39 | .02* | |
| SBR | 1 | 1700 | 79 | .05 | 44 | .03 | |
| EBL | 1 | 1700 | 24 | .01 | 44 | .03* | |
| EBT | 3 | 5100 | 1859 | .36* | 1347 | .26 | |
| EBR | 1 | 1700 | 75 | .04 | 84 | .05 | |
| WBL | 1 | 1700 | 129 | .08* | 187 | .11 | |
| WBT | 3 | 5100 | 1323 | .26 | 2112 | .41* | |
| WBR | 1 | 1700 | 27 | .02 | 110 | .06 | |
| Right Turn Adjustment | | | NBR | .04* | | | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .65 .57

800 . LQ St. at Irvine Bl.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|----------------|--------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 0 | 0 | 8 | | 9 | | |
| NBT | 0 | 0 | 3 | | 7 | | |
| NBR | 0 | 0 | 20 | | 15 | | |
| SBL | 1 | 1700 | 153 | .09* | 70 | .04* | |
| SBT | 0 | 0 | 5 | | 5 | | |
| SBR | 1 | 1700 | 63 | .04 | 38 | .02 | |
| EBL | 1 | 1700 | 27 | .02 | 75 | .04* | |
| EBT | 2 | 3400 | 2177 | .64* | 1585 | .47 | |
| EBR | 0 | 0 | 0 | | 25 | | |
| WBL | 0 | 0 | 25 | {.01}* | 0 | | |
| WBT | 2 | 3400 | 1499 | .45 | 2393 | .70* | |
| WBR | 1 | 1700 | 60 | .04 | 178 | .10 | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .79 .83

820 . Fairbanks at Irvine Bl.

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 1 | 1700 | 2 | .00 | 69 | .04 | |
| NBT | 1 | 1700 | 55 | .06* | 22 | .20* | |
| NBR | 0 | 0 | 44 | | 310 | | |
| SBL | 1 | 1700 | 29 | .02* | 39 | .02* | |
| SBT | 1 | 1700 | 19 | .02 | 42 | .07 | |
| SBR | 0 | 0 | 12 | | 79 | | |
| EBL | 1 | 1700 | 133 | .08 | 23 | .01* | |
| EBT | 3 | 5100 | 1257 | .26* | 1100 | .22 | |
| EBR | 0 | 0 | 82 | | 13 | | |
| WBL | 1 | 1700 | 198 | .12* | 46 | .03 | |
| WBT | 3 | 5100 | 1226 | .26 | 1702 | .34* | |
| WBR | 0 | 0 | 92 | | 25 | | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .51 .62

821 . Alton Pkwy. at Fairbanks

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 1 | 1700 | 3 | .00 | 5 | .00 | |
| NBT | 3 | 5100 | 625 | .16 | 1879 | .42* | |
| NBR | 0 | 0 | 214 | | 265 | | |
| SBL | 1 | 1700 | 5 | .00 | 0 | .00 | |
| SBT | 3 | 5100 | 2238 | .44* | 828 | .16 | |
| SBR | 0 | 0 | 16 | | 4 | | |
| EBL | 1 | 1700 | 5 | .00 | 22 | .01 | |
| EBT | 1 | 1700 | 1 | .00* | 5 | .00* | |
| EBR | 0 | 0 | 3 | | 3 | | |
| WBL | 1 | 1700 | 29 | .02* | 99 | .06* | |
| WBT | 1 | 1700 | 1 | .00 | 1 | .01 | |
| WBR | 0 | 0 | 0 | | 8 | | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .51 .53

832 . Fairbanks at Astor

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 0 | 0 | 0 | | 0 | | |
| NBT | 1 | 1700 | 10 | .01 | 30 | .02* | |
| NBR | 0 | 0 | 0 | | 0 | | |
| SBL | 0 | 0 | 0 | | 0 | | |
| SBT | 1 | 1700 | 10 | .01* | 10 | .01 | |
| SBR | 0 | 0 | 0 | | 0 | | |
| EBL | 0 | 0 | 0 | | 0 | | |
| EBT | 1 | 1700 | 0 | .00 | 0 | .00 | |
| EBR | 0 | 0 | 0 | | 0 | | |
| WBL | 0 | 0 | 0 | | 0 | | |
| WBT | 0 | 0 | 0 | | 0 | | |
| WBR | 0 | 0 | 0 | | 0 | | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .06 .07

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|--------|-------------------|--------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0.5 | | 29 | {.02}* | 22 | {.01}* |
| NBT | 1.5 | 3400 | 88 | .03 | 287 | .09 |
| NBR | 0 | | 1 | | 1 | |
| SBL | 0.5 | | 53 | | 72 | |
| SBT | 1.5 | 3400 | 337 | .18* | 270 | .13* |
| SBR | 0 | | 224 | | 97 | |
| EBL | 0.5 | | 29 | {.02}* | 140 | |
| EBT | 0.5 | 1700 | 8 | .05 | 34 | .15* |
| EBR | 0 | | 40 | | 82 | |
| WBL | 0.5 | | 1 | | 1 | |
| WBT | 0.5 | 1700 | 25 | .07* | 21 | .05 |
| WBR | 0 | | 85 | | 70 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .34 | | .34 |

603 . "O" St & "LN" St

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 11 | .01* | 43 | .03* |
| NBT | 2 | 3400 | 85 | .03 | 317 | .13 |
| NBR | 0 | 0 | 28 | | 134 | |
| SBL | 1 | 1700 | 2 | .00 | 4 | .00 |
| SBT | 2 | 3400 | 421 | .13* | 308 | .10* |
| SBR | 0 | 0 | 14 | | 25 | |
| EBL | 1 | 1700 | 11 | .01 | 9 | .01 |
| EBT | 1 | 1700 | 14 | .05* | 11 | .03* |
| EBR | 0 | 0 | 64 | | 36 | |
| WBL | 1 | 1700 | 145 | .09* | 56 | .03* |
| WBT | 1 | 1700 | 9 | .01 | 13 | .01 |
| WBR | 0 | 0 | 3 | | 2 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .33 .24

605 . "O" St & "LQ" St

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|--------|----------------|--------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0.5 | | 27 | {.02}* | 1 | |
| NBT | 1.5 | 3400 | 106 | .05 | 446 | .16* |
| NBR | 0 | | 51 | | 84 | |
| SBL | 0.5 | | 33 | | 17 | {.01}* |
| SBT | 1.5 | 3400 | 583 | .20* | 366 | .12 |
| SBR | 0 | | 51 | | 23 | |
| EBL | 0.5 | | 9 | {.01}* | 37 | |
| EBT | 0.5 | 1700 | 43 | .03 | 89 | .09* |
| EBR | 0 | | 2 | | 32 | |
| WBL | 0.5 | | 177 | | 67 | {.04}* |
| WBT | 0.5 | 1700 | 87 | .16* | 39 | .09 |
| WBR | 0 | | 13 | | 43 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .44 .35

608 . "O" St & "LV" St

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 1 | 1700 | 80 | .05 | 322 | .24* |
| NBR | 0 | 0 | 5 | | 81 | |
| SBL | 0.5 | | 0 | | 0 | |
| SBT | 0.5 | 1700 | 113 | .07* | 338 | .20 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1 | 1700 | 122 | .07* | 84 | .05* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 1 | 1700 | 2 | .00 | 1 | .00 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .19 .34

626 . "LY" St & "LQ" St

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0.5 | | 0 | | 1 | |
| NBT | 0.5 | 1700 | 20 | .01 | 144 | .09* |
| NBR | 0 | | 1 | | 1 | |
| SBL | 0.5 | | 0 | | 0 | |
| SBT | 0.5 | 1700 | 191 | .11* | 119 | .07 |
| SBR | 0 | | 4 | | 2 | |
| EBL | 0.5 | | 0 | | 3 | |
| EBT | 0.5 | 1700 | 149 | .09 | 319 | .19* |
| EBR | 0 | | 1 | | 1 | |
| WBL | 0.5 | | 3 | | 2 | |
| WBT | 0.5 | 1700 | 330 | .20* | 238 | .14 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .36 .33

631 . "LY" ST & "LQ" St

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 0 | .00 | 0 | .00 |
| NBT | 1 | 1700 | 11 | .01 | 81 | .05 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 1 | 1700 | 69 | .04* | 77 | .05* |
| SBR | 1 | 1700 | 57 | .03 | 15 | .01 |
| EBL | 1 | 1700 | 12 | .01* | 19 | .01* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 1 | .00 | 3 | .00 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .10 .11

782 . "A" St & "LQ" St

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0.5 | | 0 | | 0 | |
| SBT | 0 | 1700 | 0 | .05* | 0 | .04* |
| SBR | 0.5 | | 91 | | 65 | |
| EBL | 0.5 | | 7 | | 24 | |
| EBT | 0.5 | 1700 | 135 | .08 | 261 | .17* |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 1 | 1700 | 192 | .11* | 151 | .09 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .21 .26

787 . "Z" St & "LQ" St

| ITAM 8.4-10 2015 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 1 | 1700 | 138 | .08 | 129 | .08 |
| EBL | 1 | 1700 | 126 | .07* | 216 | .13* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | SBR | .03* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .15 .18

FORECAST INTERSECTION VOLUMES

ITAM SHEETS

**HERITAGE FIELDS PROJECT 2012 – GPA/ZC TRAFFIC STUDY
YEAR 2015 – WITH 2012 MODIFIED PROJECT OPTION 2**

268 . W. Yale Loop at Alton Pkwy.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 160 | .09* | 125 | .07* |
| NBT | 2 | 3400 | 212 | .06 | 201 | .06 |
| NBR | d | 1700 | 158 | .09 | 264 | .16 |
| SBL | 1 | 1700 | 129 | .08 | 62 | .04 |
| SBT | 2 | 3400 | 297 | .09* | 108 | .03* |
| SBR | d | 1700 | 124 | .07 | 109 | .06 |
| EBL | 1 | 1700 | 97 | .06* | 99 | .06 |
| EBT | 2 | 3400 | 656 | .19 | 1148 | .34* |
| EBR | d | 1700 | 126 | .07 | 163 | .10 |
| WBL | 1 | 1700 | 89 | .05 | 200 | .12* |
| WBT | 2 | 3400 | 1120 | .33* | 919 | .27 |
| WBR | d | 1700 | 142 | .08 | 111 | .07 |
| Right Turn Adjustment | | | | | NBR | .01* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .62 .62

271 . E. Yale Lp. at Alton Pkwy.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 232 | .14* | 96 | .06 |
| NBT | 2 | 3400 | 232 | .07 | 156 | .05* |
| NBR | d | 1700 | 525 | .31 | 264 | .16 |
| SBL | 2 | 3400 | 207 | .06 | 182 | .05* |
| SBT | 2 | 3400 | 107 | .03* | 135 | .04 |
| SBR | d | 1700 | 146 | .09 | 77 | .05 |
| EBL | 1 | 1700 | 141 | .08* | 234 | .14 |
| EBT | 2 | 3400 | 599 | .22 | 1164 | .39* |
| EBR | 0 | 0 | 140 | | 148 | |
| WBL | 2 | 3400 | 187 | .06 | 467 | .14* |
| WBT | 2 | 3400 | 1053 | .31* | 888 | .26 |
| WBR | d | 1700 | 141 | .08 | 130 | .08 |
| Right Turn Adjustment | | | | | NBR | .07* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .68 .68

282 . Jeffrey Rd. at Portola Pkwy.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 740 | .22* | 565 | .17* |
| NBT | 1 | 1700 | 23 | .01 | 51 | .03 |
| NBR | f | | 20 | | 132 | |
| SBL | 1 | 1700 | 21 | .01 | 142 | .08 |
| SBT | 1 | 1700 | 21 | .01* | 58 | .03* |
| SBR | 1 | 1700 | 8 | .00 | 20 | .01 |
| EBL | 1 | 1700 | 26 | .02* | 95 | .06 |
| EBT | 2 | 3400 | 731 | .22 | 959 | .28* |
| EBR | 1 | 1700 | 374 | .22 | 268 | .16 |
| WBL | 2 | 3400 | 126 | .04 | 296 | .09* |
| WBT | 2 | 3400 | 927 | .27* | 448 | .13 |
| WBR | 1 | 1700 | 21 | .01 | 34 | .02 |
| Clearance Interval | | | | .05* | | .05* |
| Note: Assumes Right-Turn Overlap for EBR | | | | | | |

TOTAL CAPACITY UTILIZATION .57 .62

283 . Jeffrey Rd. at Irvine Bl.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 88 | .03* | 320 | .09 |
| NBT | 3 | 5100 | 397 | .08 | 566 | .11* |
| NBR | f | | 287 | | 406 | |
| SBL | 2 | 3400 | 149 | .04 | 160 | .05* |
| SBT | 3 | 5100 | 648 | .13* | 308 | .06 |
| SBR | 1 | 1700 | 33 | .02 | 83 | .05 |
| EBL | 2 | 3400 | 58 | .02* | 62 | .02* |
| EBT | 3 | 5100 | 947 | .23 | 1284 | .30 |
| EBR | 0 | 0 | 233 | | 244 | |
| WBL | 2 | 3400 | 471 | .14 | 288 | .08 |
| WBT | 2 | 3400 | 1451 | .43* | 1457 | .43* |
| WBR | 1 | 1700 | 216 | .13 | 252 | .15 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .66 .66

284 . Jeffrey Rd. at Bryan Av.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 160 | .05* | 301 | .09 |
| NBT | 3 | 5100 | 505 | .13 | 999 | .28* |
| NBR | 0 | 0 | 146 | | 412 | |
| SBL | 2 | 3400 | 62 | .02 | 68 | .02* |
| SBT | 3 | 5100 | 1008 | .20* | 599 | .12 |
| SBR | 1 | 1700 | 320 | .19 | 192 | .11 |
| EBL | 1 | 1700 | 201 | .12* | 179 | .11* |
| EBT | 2 | 3400 | 142 | .04 | 230 | .07 |
| EBR | d | 1700 | 177 | .10 | 201 | .12 |
| WBL | 2 | 3400 | 435 | .13 | 210 | .06 |
| WBT | 1 | 1700 | 341 | .20* | 198 | .12* |
| WBR | d | 1700 | 94 | .06 | 81 | .05 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .62 .58

285 . Jeffrey Rd. at Trabuco Rd.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 117 | .03* | 217 | .06 |
| NBT | 3 | 5100 | 615 | .12 | 1724 | .34* |
| NBR | d | 1700 | 190 | .11 | 468 | .28 |
| SBL | 2 | 3400 | 148 | .04 | 74 | .02* |
| SBT | 3 | 5100 | 1330 | .26* | 853 | .17 |
| SBR | 1 | 1700 | 259 | .15 | 111 | .07 |
| EBL | 2 | 3400 | 181 | .05 | 283 | .08 |
| EBT | 2 | 3400 | 351 | .10* | 538 | .16* |
| EBR | 1 | 1700 | 129 | .08 | 152 | .09 |
| WBL | 2 | 3400 | 581 | .17* | 205 | .06* |
| WBT | 2 | 3400 | 704 | .21 | 442 | .13 |
| WBR | 1 | 1700 | 64 | .04 | 173 | .10 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .61 .63

286 . Jeffrey Rd. at Roosevelt

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 127 | .04* | 360 | .11 |
| NBT | 3 | 5100 | 778 | .15 | 2233 | .44* |
| NBR | 1 | 1700 | 313 | .18 | 592 | .35 |
| SBL | 2 | 3400 | 80 | .02 | 145 | .04* |
| SBT | 3 | 5100 | 2054 | .40* | 1147 | .22 |
| SBR | d | 1700 | 9 | .01 | 13 | .01 |
| EBL | 1 | 1700 | 8 | .00 | 13 | .01 |
| EBT | 1 | 1700 | 147 | .09* | 273 | .16* |
| EBR | 1 | 1700 | 338 | .20 | 190 | .11 |
| WBL | 2 | 3400 | 748 | .22* | 442 | .13* |
| WBT | 1 | 1700 | 284 | .17 | 197 | .12 |
| WBR | d | 1700 | 153 | .09 | 104 | .06 |
| Right Turn Adjustment | | | EBR | .08* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .88 .82

287 . Jeffrey Rd. at I-5 NB Ramps

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|-------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 816 | .16 | 2348 | .46* |
| NBR | f | | 250 | | 270 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 2495 | .49* | 1467 | .29 |
| SBR | f | | 670 | | 340 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1.5 | | 445 | .13* | 523 | |
| WBT | 0 | 5100 | 0 | | 0 | .27* |
| WBR | 1.5 | | 374 | {.00} | 872 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .67 .78

293 . Jeffrey Rd. at I-405 NB Ramps

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 1308 | .26 | 2151 | .42* |
| NBR | f | | 301 | | 80 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 2138 | .42* | 1460 | .29 |
| SBR | f | | 1294 | | 560 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 2 | 3400 | 832 | .24* | 1160 | .34* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 1 | 1700 | 197 | .12 | 399 | .23 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .71 | | .81 |

294 . University Dr. at I-405 SB Ramps

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 1094 | .21 | 1693 | .33 |
| NBR | f | | 990 | | 1120 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 2159 | .42* | 2008 | .39* |
| SBR | f | | 310 | | 250 | |
| EBL | 2 | 3400 | 466 | .14* | 647 | .19* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 121 | .07 | 102 | .06 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .61 | | .63 |

300 . Sand Canyon. Av. at Portola Pkwy.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 131 | .04* | 487 | .14* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 2 | 3400 | 159 | .05 | 335 | .10 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 2 | 3400 | 331 | .10 | 739 | .22* |
| EBR | f | | 449 | | 157 | |
| WBL | 2 | 3400 | 411 | .12 | 195 | .06* |
| WBT | 2 | 3400 | 899 | .26* | 577 | .17 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .35 | | .47 |

301 . Sand Canyon. Av. at Irvine Bl.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 88 | .03* | 387 | .11* |
| NBT | 3 | 5100 | 368 | .07 | 683 | .13 |
| NBR | 2 | 3400 | 315 | .09 | 500 | .15 |
| SBL | 2 | 3400 | 356 | .10 | 91 | .03 |
| SBT | 2 | 3400 | 739 | .22* | 384 | .11* |
| SBR | 1 | 1700 | 67 | .04 | 125 | .07 |
| EBL | 2 | 3400 | 104 | .03 | 126 | .04* |
| EBT | 4 | 6800 | 1039 | .15* | 1009 | .15 |
| EBR | 1 | 1700 | 228 | .13 | 144 | .08 |
| WBL | 2 | 3400 | 574 | .17* | 431 | .13 |
| WBT | 3 | 5100 | 1245 | .24 | 1398 | .27* |
| WBR | 1 | 1700 | 108 | .06 | 391 | .23 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .62 | | .58 |

302 . Sand Canyon. Av. at Trabuco Pkwy.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 247 | .07* | 534 | .16 |
| NBT | 3 | 5100 | 487 | .10 | 1958 | .38* |
| NBR | f | | 187 | | 470 | |
| SBL | 2 | 3400 | 166 | .05 | 253 | .07* |
| SBT | 3 | 5100 | 2112 | .41* | 779 | .15 |
| SBR | 1 | 1700 | 70 | .04 | 82 | .05 |
| EBL | 2 | 3400 | 76 | .02 | 119 | .04 |
| EBT | 3 | 5100 | 137 | .03* | 377 | .07* |
| EBR | f | | 457 | | 236 | |
| WBL | 2 | 3400 | 451 | .13* | 395 | .12* |
| WBT | 3 | 5100 | 613 | .12 | 234 | .05 |
| WBR | d | 1700 | 217 | .13 | 253 | .15 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .69 | | .69 | |

303 . Sand Canyon. Av. at I-5 NB Ramps

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|--------|------------|--------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 163 | .05* | 837 | .25 |
| NBT | 3 | 5100 | 880 | .17 | 2698 | .53* |
| NBR | d | 1700 | 8 | .00 | 57 | .03 |
| SBL | 1 | 1700 | 6 | .00 | 11 | .01* |
| SBT | 4 | 6800 | 3198 | .47* | 1361 | .20 |
| SBR | 1 | 1700 | 335 | .20 | 265 | .16 |
| EBL | 1.5 | | 264 | {.08}* | 498 | {.15}* |
| EBT | 0.5 | 3400 | 6 | .08 | 11 | .15 |
| EBR | 2 | 3400 | 510 | .15 | 371 | .11 |
| WBL | 1 | 1700 | 9 | .01 | 7 | .00 |
| WBT | 1 | 1700 | 4 | .01* | 8 | .01* |
| WBR | 0 | 0 | 7 | | 4 | |
| Right Turn Adjustment | | | EBR | .03* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .69 | | .75 | |

304 . Sand Canyon. Av. at Marine Wy.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 965 | .19 | 3329 | .65* |
| NBR | 1 | 1700 | 144 | .08 | 438 | .26 |
| SBL | 2 | 3400 | 166 | .05 | 162 | .05* |
| SBT | 3 | 5100 | 3534 | .69* | 1579 | .31 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 2 | 3400 | 206 | .06* | 321 | .09* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 1 | 1700 | 65 | .04 | 251 | .15 |
| Right Turn Adjustment | | | | | WBR | .02* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .80 | | .86 | |

305 . Sand Canyon. Av. at I-5 SB Ramps

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|-------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 4 | 6800 | 797 | .12 | 3257 | .48* |
| NBR | 1 | 1700 | 166 | .10 | 358 | .21 |
| SBL | 2 | 3400 | 831 | .24 | 624 | .18* |
| SBT | 4 | 6800 | 2916 | .43* | 1311 | .19 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 2.5 | | 373 | .11* | 499 | .10* |
| EBT | 0 | 6800 | 3 | | 0 | |
| EBR | 1.5 | | 1084 | .32 | 271 | {.00} |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | EBR | .21* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .80 | | .81 | |

306 . Sand Canyon. Av. at Oak Cyn./Laguna Cyn. R

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|-------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 74 | .04 | 160 | .09 |
| NBT | 3 | 5100 | 561 | .11* | 1630 | .32* |
| NBR | 1 | 1700 | 136 | .08 | 127 | .07 |
| SBL | 2 | 3400 | 1377 | .41* | 472 | .14* |
| SBT | 3 | 5100 | 1741 | .34 | 922 | .18 |
| SBR | d | 1700 | 266 | .16 | 132 | .08 |
| EBL | 2 | 3400 | 83 | .02 | 218 | .06 |
| EBT | 1 | 1700 | 127 | .07* | 161 | .09* |
| EBR | d | 1700 | 100 | .06 | 60 | .04 |
| WBL | 2 | 3400 | 69 | .02* | 168 | .05* |
| WBT | 1.5 | 5100 | 160 | {.05} | 58 | .03 |
| WBR | 1.5 | | 276 | | 1292 | .38 |
| Right Turn Adjustment Clearance Interval | | | | | WBR | .19* |
| | | | | | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .66 | .84 | |

307 . Sand Canyon. Av. at ICD

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 102 | .03* | 188 | .06 |
| NBT | 3 | 5100 | 603 | .12 | 1157 | .23* |
| NBR | 1 | 1700 | 146 | .09 | 110 | .06 |
| SBL | 2 | 3400 | 411 | .12 | 204 | .06* |
| SBT | 3 | 5100 | 1251 | .25* | 645 | .13 |
| SBR | 1 | 1700 | 276 | .16 | 282 | .17 |
| EBL | 2 | 3400 | 208 | .06* | 290 | .09* |
| EBT | 3 | 5100 | 482 | .09 | 537 | .11 |
| EBR | 1 | 1700 | 160 | .09 | 95 | .06 |
| WBL | 2 | 3400 | 79 | .02 | 190 | .06 |
| WBT | 3 | 5100 | 712 | .14* | 839 | .16* |
| WBR | 1 | 1700 | 89 | .05 | 433 | .25 |
| Right Turn Adjustment Clearance Interval | | | | | WBR | .04* |
| | | | | | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .53 | .63 | |

309 . Sand Canyon. Av. at Barranca Pkwy.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 177 | .05* | 186 | .05* |
| NBT | 3 | 5100 | 946 | .19 | 928 | .18 |
| NBR | d | 1700 | 134 | .08 | 186 | .11 |
| SBL | 2 | 3400 | 56 | .02 | 88 | .03 |
| SBT | 3 | 5100 | 1096 | .21* | 1016 | .20* |
| SBR | d | 1700 | 85 | .05 | 112 | .07 |
| EBL | 2 | 3400 | 63 | .02* | 178 | .05* |
| EBT | 2 | 3400 | 450 | .13 | 476 | .14 |
| EBR | 1 | 1700 | 98 | .06 | 187 | .11 |
| WBL | 2 | 3400 | 146 | .04 | 217 | .06 |
| WBT | 2 | 3400 | 579 | .17* | 552 | .16* |
| WBR | 1 | 1700 | 51 | .03 | 94 | .06 |
| Clearance Interval | | | | .05* | .05* | |
| TOTAL CAPACITY UTILIZATION | | | | .50 | .51 | |

310 . Sand Canyon. Av. at Alton Pkwy.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 179 | .05 | 218 | .06* |
| NBT | 3 | 5100 | 1125 | .22* | 726 | .14 |
| NBR | 1 | 1700 | 669 | .39 | 157 | .09 |
| SBL | 2 | 3400 | 302 | .09* | 83 | .02 |
| SBT | 3 | 5100 | 886 | .17 | 1155 | .23* |
| SBR | 1 | 1700 | 130 | .08 | 230 | .14 |
| EBL | 2 | 3400 | 170 | .05* | 152 | .04 |
| EBT | 3 | 5100 | 549 | .11 | 750 | .15* |
| EBR | 1 | 1700 | 252 | .15 | 290 | .17 |
| WBL | 2 | 3400 | 302 | .09 | 705 | .21* |
| WBT | 2 | 3400 | 691 | .20* | 782 | .23 |
| WBR | 1 | 1700 | 115 | .07 | 232 | .14 |
| Right Turn Adjustment Clearance Interval | | | | | NBR | .06* |
| | | | | | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .67 | .70 | |

315 . Laguna Canyon Rd. at Alton Pkwy.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 117 | .07* | 231 | .14* |
| NBT | 2 | 3400 | 170 | .05 | 192 | .06 |
| NBR | d | 1700 | 65 | .04 | 149 | .09 |
| SBL | 1 | 1700 | 56 | .03 | 67 | .04 |
| SBT | 2 | 3400 | 214 | .06* | 168 | .05* |
| SBR | d | 1700 | 41 | .02 | 76 | .04 |
| EBL | 2 | 3400 | 111 | .03* | 36 | .01* |
| EBT | 2 | 3400 | 678 | .20 | 834 | .25 |
| EBR | 1 | 1700 | 214 | .13 | 85 | .05 |
| WBL | 2 | 3400 | 92 | .03 | 87 | .03 |
| WBT | 2 | 3400 | 1113 | .33* | 943 | .28* |
| WBR | 1 | 1700 | 90 | .05 | 102 | .06 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .54 .53

316 . SR-133 SB Ramps at Irvine Bl.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1 | 1700 | 225 | .13* | 101 | .06* |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 2 | 3400 | 304 | .09 | 218 | .06 |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 4 | 6800 | 1355 | .20* | 1439 | .21 |
| EBR | d | 1700 | 329 | .19 | 168 | .10 |
| WBL | 1 | 1700 | 211 | .12* | 212 | .12 |
| WBT | 3 | 5100 | 1476 | .29 | 1972 | .39* |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .50 .50

317 . SR-133 NB Ramps at Irvine Bl.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 92 | .05* | 214 | .13* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 1 | 1700 | 213 | .13 | 442 | .26 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 2 | 3400 | 1427 | .42* | 1348 | .40 |
| EBR | f | | 210 | | 290 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 3 | 5100 | 1608 | .34 | 2016 | .42* |
| WBR | 0 | 0 | 140 | | 150 | |
| Right Turn Adjustment | | | NBR | .08* | NBR | .11* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .60 .71

318 . Banting at Barranca Pkwy.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 20 | .01* | 34 | .01 |
| NBT | 1 | 1700 | 7 | .00 | 186 | .11* |
| NBR | 1 | 1700 | 13 | .01 | 151 | .09 |
| SBL | 2 | 3400 | 816 | .24 | 110 | .03* |
| SBT | 2 | 3400 | 621 | .37* | 116 | .07 |
| SBR | 0 | 0 | 673 | .40 | 215 | .13 |
| EBL | 1 | 1700 | 39 | .02* | 253 | .15* |
| EBT | 2 | 3400 | 531 | .16 | 909 | .27 |
| EBR | d | 1700 | 40 | .02 | 41 | .02 |
| WBL | 1 | 1700 | 29 | .02 | 13 | .01 |
| WBT | 2 | 3400 | 717 | .21* | 631 | .19* |
| WBR | f | | 85 | | 701 | |
| Right Turn Adjustment | | | SBR | .01* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .67 .53

336 . Alton Pkwy. at SR-241 Ramps

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 186 | .11* | 123 | .07 |
| NBT | 3 | 5100 | 381 | .07 | 768 | .15* |
| NBR | f | | 156 | | 368 | |
| SBL | 1 | 1700 | 124 | .07 | 259 | .15* |
| SBT | 3 | 5100 | 782 | .15* | 412 | .08 |
| SBR | f | | 344 | | 180 | |
| EBL | 2 | 3400 | 107 | .03 | 183 | .05* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | f | | 173 | | 178 | |
| WBL | 2 | 3400 | 315 | .09* | 132 | .04 |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | f | | 322 | | 188 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .40 | .40 | |

338 . Alton Pkwy. at Irvine Bl.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 200 | .06* | 653 | .19* |
| NBT | 3 | 5100 | 370 | .07 | 1162 | .23 |
| NBR | f | | 91 | | 164 | |
| SBL | 2 | 3400 | 257 | .08 | 172 | .05 |
| SBT | 3 | 5100 | 1483 | .29* | 500 | .10* |
| SBR | f | | 574 | | 649 | |
| EBL | 2 | 3400 | 508 | .15* | 615 | .18* |
| EBT | 3 | 5100 | 1082 | .21 | 815 | .16 |
| EBR | 1 | 1700 | 703 | .41 | 269 | .16 |
| WBL | 2 | 3400 | 254 | .07 | 123 | .04 |
| WBT | 3 | 5100 | 876 | .17* | 1442 | .28* |
| WBR | 1 | 1700 | 182 | .11 | 276 | .16 |
| Right Turn Adjustment | | | EBR | .12* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .84 | .80 | |

339 . Alton Pkwy. at Toledo Wy.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 69 | .04* | 31 | .02 |
| NBT | 3 | 5100 | 1068 | .21 | 2035 | .40* |
| NBR | f | | 69 | | 284 | |
| SBL | 1 | 1700 | 65 | .04 | 27 | .02* |
| SBT | 3 | 5100 | 2176 | .43* | 985 | .19 |
| SBR | 0 | 0 | 26 | | 9 | |
| EBL | 1 | 1700 | 2 | .00 | 11 | .01 |
| EBT | 1 | 1700 | 6 | .01* | 19 | .06* |
| EBR | 0 | 0 | 13 | | 79 | |
| WBL | 1 | 1700 | 202 | .12* | 96 | .06* |
| WBT | 1 | 1700 | 35 | .02 | 10 | .01 |
| WBR | 1 | 1700 | 140 | .08 | 54 | .03 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .65 | .59 | |

340 . Alton Pkwy. at Jeronimo Rd.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 143 | .08* | 19 | .01 |
| NBT | 3 | 5100 | 978 | .19 | 1908 | .37* |
| NBR | f | | 203 | | 314 | |
| SBL | 2 | 3400 | 115 | .03 | 73 | .02* |
| SBT | 3 | 5100 | 2062 | .42* | 1384 | .27 |
| SBR | 0 | 0 | 76 | | 8 | |
| EBL | 1 | 1700 | 11 | .01 | 46 | .03 |
| EBT | 1 | 1700 | 12 | .01* | 23 | .01* |
| EBR | f | | 27 | | 122 | |
| WBL | 2 | 3400 | 377 | .11* | 234 | .07* |
| WBT | 1 | 1700 | 40 | .02 | 12 | .01 |
| WBR | 1 | 1700 | 93 | .05 | 116 | .07 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .67 | .52 | |

341 . Alton Pkwy. at Barranca Pkwy./Muirlands Bl.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 6 | .00 | 25 | .01 |
| NBT | 3 | 5100 | 912 | .18 | 1172 | .23* |
| NBR | f | | 140 | | 484 | |
| SBL | 2 | 3400 | 78 | .02 | 102 | .03* |
| SBT | 3 | 5100 | 1431 | .28* | 1051 | .21 |
| SBR | f | | 867 | | 461 | |
| EBL | 2 | 3400 | 376 | .11* | 907 | .27* |
| EBT | 2 | 3400 | 142 | .04 | 516 | .15 |
| EBR | d | 1700 | 12 | .01 | 9 | .01 |
| WBL | 2 | 3400 | 307 | .09 | 182 | .05 |
| WBT | 2 | 3400 | 407 | .14* | 276 | .11* |
| WBR | 0 | 0 | 82 | | 95 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .58 | | .69 |

343 . Alton Pkwy. at Ada

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 333 | .10* | 104 | .03* |
| NBT | 3 | 5100 | 1400 | .27 | 1418 | .28 |
| NBR | d | 1700 | 3 | .00 | 12 | .01 |
| SBL | 1 | 1700 | 6 | .00 | 20 | .01 |
| SBT | 3 | 5100 | 1591 | .31* | 1620 | .32* |
| SBR | d | 1700 | 67 | .04 | 21 | .01 |
| EBL | 1 | 1700 | 10 | .01* | 22 | .01 |
| EBT | 1 | 1700 | 1 | .00 | 9 | .01* |
| EBR | 1 | 1700 | 49 | .03 | 286 | .17 |
| WBL | 1 | 1700 | 15 | .01 | 29 | .02* |
| WBT | 1 | 1700 | 5 | .01* | 6 | .01 |
| WBR | 0 | 0 | 7 | | 16 | |
| Right Turn Adjustment | | | | | EBR | .14* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .48 | | .57 |

344 . Alton Pkwy. at Technology Dr. W.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 561 | .17* | 487 | .14* |
| NBT | 3 | 5100 | 1602 | .31 | 1191 | .23 |
| NBR | 1 | 1700 | 797 | .47 | 191 | .11 |
| SBL | 1 | 1700 | 64 | .04 | 29 | .02 |
| SBT | 4 | 6800 | 1503 | .22* | 1681 | .25* |
| SBR | 1 | 1700 | 109 | .06 | 134 | .08 |
| EBL | 1 | 1700 | 76 | .04* | 273 | .16 |
| EBT | 2 | 3400 | 58 | .02 | 60 | .02* |
| EBR | 2 | 3400 | 158 | .05 | 836 | .25 |
| WBL | 2 | 3400 | 99 | .03 | 973 | .29* |
| WBT | 2 | 3400 | 51 | .02* | 90 | .03 |
| WBR | d | 1700 | 12 | .01 | 25 | .01 |
| Right Turn Adjustment | | | NBR | .09* | EBR | .09* |
| Clearance Interval | | | | .05* | | .05* |
| Note: Assumes Right-Turn Overlap for EBR | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | .59 | | .84 |

345 . Alton Pkwy. at I-5 NB Ramps

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 2196 | .43* | 1636 | .32 |
| NBR | f | | 90 | | 550 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 1403 | .28 | 1744 | .34* |
| SBR | f | | 341 | | 1100 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1.5 | | 581 | | 166 | |
| WBT | 0 | 5100 | 0 | .23* | 0 | .06* |
| WBR | 1.5 | | 579 | | 144 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .71 | | .45 |

366 . Bake Pkwy. at Rockfield Bl.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 227 | .07 | 33 | .01 |
| NBT | 4 | 6800 | 3088 | .45* | 2856 | .42* |
| NBR | f | | 404 | | 170 | |
| SBL | 2 | 3400 | 175 | .05* | 278 | .08* |
| SBT | 4 | 6800 | 2735 | .40 | 1910 | .28 |
| SBR | 1 | 1700 | 12 | .01 | 13 | .01 |
| EBL | 1 | 1700 | 2 | .00 | 22 | .01 |
| EBT | 2 | 3400 | 21 | .01* | 104 | .03* |
| EBR | f | | 17 | | 371 | |
| WBL | 2 | 3400 | 278 | .08* | 838 | .25* |
| WBT | 2 | 3400 | 60 | .02 | 44 | .01 |
| WBR | f | | 80 | | 140 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .64 | .83 | |

367 . Bake Pkwy. at I-5 NB Ramps

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 3019 | .59* | 2850 | .56* |
| NBR | f | | 500 | | 1250 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 851 | .17 | 1140 | .22 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1.5 | | 169 | .10* | 120 | .07* |
| WBT | 0 | 5100 | 0 | | 0 | |
| WBR | 1.5 | | 671 | .20 | 260 | .08 |
| Right Turn Adjustment | | | WBR | .10* | WBR | .01* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .84 | .69 | |

368 . Bake Pkwy. at I-5 SB Ramps

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 906 | .18* | 1946 | .38* |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 780 | .15 | 774 | .15 |
| SBR | f | | 290 | | 600 | |
| EBL | 3 | 5100 | 2634 | .52* | 2264 | .44* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 650 | .38 | 316 | .19 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .75 | .87 | |

371 . Bake Pkwy. at Research Dr.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 40 | .02 | 25 | .01 |
| NBT | 3 | 5100 | 569 | .11* | 681 | .13* |
| NBR | d | 1700 | 21 | .01 | 4 | .00 |
| SBL | 2 | 3400 | 408 | .12* | 186 | .05* |
| SBT | 3 | 5100 | 587 | .12 | 646 | .13 |
| SBR | 1 | 1700 | 664 | .39 | 278 | .16 |
| EBL | 2 | 3400 | 138 | .04* | 570 | .17* |
| EBT | 2 | 3400 | 141 | .04 | 141 | .04 |
| EBR | d | 1700 | 12 | .01 | 10 | .01 |
| WBL | 1 | 1700 | 21 | .01 | 5 | .00 |
| WBT | 1 | 1700 | 147 | .09* | 288 | .17* |
| WBR | 1 | 1700 | 183 | .11 | 708 | .42 |
| Right Turn Adjustment | | | SBR | .15* | WBR | .21* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .56 | .78 | |

555 . Bake Pkwy. at Rancho Pkwy. S

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-----------|----------|-----------|----------|
| | LANES | CAPACITY | AM PK VOL | HOUR V/C | PM PK VOL | HOUR V/C |
| NBL | 1 | 1700 | 242 | .14* | 25 | .01 |
| NBT | 2 | 3400 | 939 | .28 | 2022 | .59* |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 2 | 3400 | 1778 | .52* | 1127 | .33 |
| SBR | 1 | 1700 | 268 | .16 | 46 | .03 |
| EBL | 2 | 3400 | 61 | .02* | 290 | .09* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 22 | .01 | 150 | .09 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .73 .73

556 . Ridge Valley at Portola Pkwy.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-----------|----------|-----------|----------|
| | LANES | CAPACITY | AM PK VOL | HOUR V/C | PM PK VOL | HOUR V/C |
| NBL | 1 | 1700 | 182 | .11* | 112 | .07 |
| NBT | 1 | 1700 | 18 | .03 | 80 | .21* |
| NBR | 0 | 0 | 0 | | 40 | 271 |
| SBL | 1 | 1700 | 130 | .08 | 30 | .02* |
| SBT | 1 | 1700 | 62 | .04* | 56 | .03 |
| SBR | 1 | 1700 | 36 | .02 | 15 | .01 |
| EBL | 1 | 1700 | 21 | .01* | 7 | .00 |
| EBT | 2 | 3400 | 400 | .12 | 979 | .29* |
| EBR | d | 1700 | 84 | .05 | 135 | .08 |
| WBL | 1 | 1700 | 165 | .10 | 99 | .06* |
| WBT | 2 | 3400 | 1012 | .30* | 583 | .17 |
| WBR | d | 1700 | 22 | .01 | 94 | .06 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .51 .63

558 . O St. at Irvine Bl.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-----------|----------|-----------|----------|
| | LANES | CAPACITY | AM PK VOL | HOUR V/C | PM PK VOL | HOUR V/C |
| NBL | 2 | 3400 | 155 | .05* | 251 | .07* |
| NBT | 2 | 3400 | 33 | .01 | 216 | .06 |
| NBR | d | 1700 | 43 | .03 | 64 | .04 |
| SBL | 1 | 1700 | 150 | .09 | 70 | .04 |
| SBT | 2 | 3400 | 281 | .08* | 128 | .04* |
| SBR | f | | 536 | | 274 | |
| EBL | 2 | 3400 | 125 | .04* | 421 | .12* |
| EBT | 3 | 5100 | 1316 | .26 | 1167 | .23 |
| EBR | 1 | 1700 | 278 | .16 | 244 | .14 |
| WBL | 2 | 3400 | 72 | .02 | 88 | .03 |
| WBT | 2 | 3400 | 1268 | .37* | 1646 | .48* |
| WBR | 1 | 1700 | 32 | .02 | 153 | .09 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .59 .76

559 . O St. at Trabuco Rd.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|--|-------|----------|-----------|----------|-----------|----------|
| | LANES | CAPACITY | AM PK VOL | HOUR V/C | PM PK VOL | HOUR V/C |
| NBL | 1 | 1700 | 74 | .04* | 173 | .10* |
| NBT | 1 | 1700 | 40 | .03 | 154 | .10 |
| NBR | 0 | 0 | 0 | | 5 | 14 |
| SBL | 1 | 1700 | 49 | .03 | 38 | .02 |
| SBT | 1 | 1700 | 66 | .04* | 161 | .09* |
| SBR | 1 | 1700 | 795 | .47 | 496 | .29 |
| EBL | 2 | 3400 | 305 | .09* | 548 | .16* |
| EBT | 2 | 3400 | 317 | .11 | 438 | .19 |
| EBR | 0 | 0 | 49 | | 194 | |
| WBL | 1 | 1700 | 4 | .00 | 15 | .01 |
| WBT | 2 | 3400 | 446 | .14* | 392 | .13* |
| WBR | 0 | 0 | 25 | | 38 | |
| Right Turn Adjustment | | | SBR | .34* | SBR | .04* |
| Clearance Interval | | | | .05* | | .05* |
| Note: Assumes Right-Turn Overlap for SBR | | | | | | |

TOTAL CAPACITY UTILIZATION .70 .57

560 . 0 St. at Marine Wy.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 0 | 0 | 0 | | 0 | | |
| NBT | 0 | 0 | 0 | | 0 | | |
| NBR | 0 | 0 | 0 | | 0 | | |
| SBL | 1 | 1700 | 151 | .09* | 207 | .12* | |
| SBT | 0 | 0 | 0 | | 0 | | |
| SBR | 1 | 1700 | 69 | .04 | 185 | .11 | |
| EBL | 1 | 1700 | 42 | .02 | 241 | .14* | |
| EBT | 1 | 1700 | 219 | .13* | 333 | .20 | |
| EBR | 0 | 0 | 0 | | 0 | | |
| WBL | 0 | 0 | 0 | | 0 | | |
| WBT | 1 | 1700 | 161 | .09 | 295 | .17* | |
| WBR | 1 | 1700 | 68 | .04 | 239 | .14 | |
| Clearance Interval | | | | .05* | | .05* | |
| TOTAL CAPACITY UTILIZATION | | | | .27 | | .48 | |

567 . Marine Wy. at Alton Pkwy.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 2 | 3400 | 19 | .01* | 14 | .00 | |
| NBT | 0 | 0 | 0 | | 0 | | |
| NBR | 1 | 1700 | 11 | .01 | 16 | .01 | |
| SBL | 0 | 0 | 0 | | 0 | | |
| SBT | 0 | 0 | 0 | | 0 | | |
| SBR | 0 | 0 | 0 | | 0 | | |
| EBL | 0 | 0 | 0 | | 0 | | |
| EBT | 3 | 5100 | 1213 | .24 | 1714 | .34* | |
| EBR | f | | 13 | | 19 | | |
| WBL | 2 | 3400 | 17 | .01 | 11 | .00 | |
| WBT | 3 | 5100 | 1877 | .37* | 1216 | .24 | |
| WBR | 0 | 0 | 0 | | 0 | | |
| Right Turn Adjustment | | | | | NBR | .01* | |
| Clearance Interval | | | | .05* | | .05* | |
| TOTAL CAPACITY UTILIZATION | | | | .43 | | .40 | |

571 . Portola Springs at Portola Pkwy.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 2 | 3400 | 380 | .11* | 324 | .10* | |
| NBT | 1 | 1700 | 10 | .03 | 23 | .06 | |
| NBR | 0 | 0 | 44 | | 73 | | |
| SBL | 1 | 1700 | 35 | .02 | 24 | .01 | |
| SBT | 1 | 1700 | 85 | .05* | 62 | .04* | |
| SBR | d | 1700 | 312 | .18 | 106 | .06 | |
| EBL | 1 | 1700 | 10 | .01* | 23 | .01 | |
| EBT | 2 | 3400 | 441 | .13 | 913 | .27* | |
| EBR | 1 | 1700 | 114 | .07 | 258 | .15 | |
| WBL | 1 | 1700 | 21 | .01 | 30 | .02* | |
| WBT | 2 | 3400 | 688 | .20* | 471 | .14 | |
| WBR | d | 1700 | 0 | .00 | 5 | .00 | |
| Right Turn Adjustment | | | SBR | .12* | | | |
| Clearance Interval | | | | .05* | | .05* | |
| TOTAL CAPACITY UTILIZATION | | | | .54 | | .48 | |

572 . Modjeska at Irvine Bl.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 1 | 1700 | 40 | .02 | 58 | .03 | |
| NBT | 1 | 1700 | 47 | .03* | 82 | .05* | |
| NBR | 1 | 1700 | 114 | .07 | 91 | .05 | |
| SBL | 2 | 3400 | 341 | .10* | 179 | .05* | |
| SBT | 1 | 1700 | 82 | .05 | 98 | .06 | |
| SBR | d | 1700 | 119 | .07 | 114 | .07 | |
| EBL | 1 | 1700 | 60 | .04 | 123 | .07* | |
| EBT | 3 | 5100 | 1450 | .28* | 1183 | .23 | |
| EBR | 1 | 1700 | 43 | .03 | 66 | .04 | |
| WBL | 1 | 1700 | 96 | .06* | 166 | .10 | |
| WBT | 3 | 5100 | 1214 | .24 | 1762 | .35* | |
| WBR | 1 | 1700 | 163 | .10 | 297 | .17 | |
| Clearance Interval | | | | .05* | | .05* | |
| TOTAL CAPACITY UTILIZATION | | | | .52 | | .57 | |

637 . Sterling at Muirlands Bl.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 0 | 0 | 0 | | 0 | | |
| NBT | 0 | 0 | 0 | | 0 | | |
| NBR | 0 | 0 | 0 | | 0 | | |
| SBL | 0 | 0 | 5 | | 26 | | |
| SBT | 1 | 1700 | 0 | .02* | 0 | .09* | |
| SBR | 0 | 0 | 24 | | 120 | | |
| EBL | 1 | 1700 | 74 | .04* | 23 | .01 | |
| EBT | 2 | 3400 | 298 | .09 | 1084 | .32* | |
| EBR | 0 | 0 | 0 | | 0 | | |
| WBL | 0 | 0 | 0 | | 0 | | |
| WBT | 2 | 3400 | 712 | .22* | 360 | .11 | |
| WBR | 0 | 0 | 27 | | 7 | | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .33 .46

640 . Thomas at Muirlands Bl.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 1 | 1700 | 34 | .02 | 60 | .04* | |
| NBT | 1 | 1700 | 30 | .02* | 6 | .00 | |
| NBR | d | 1700 | 7 | .00 | 34 | .02 | |
| SBL | 1 | 1700 | 12 | .01* | 30 | .02 | |
| SBT | 1 | 1700 | 5 | .00 | 19 | .01* | |
| SBR | d | 1700 | 2 | .00 | 30 | .02 | |
| EBL | 1 | 1700 | 13 | .01* | 2 | .00 | |
| EBT | 2 | 3400 | 200 | .06 | 1003 | .29* | |
| EBR | d | 1700 | 57 | .03 | 81 | .05 | |
| WBL | 1 | 1700 | 57 | .03 | 1 | .00 | |
| WBT | 2 | 3400 | 694 | .20* | 272 | .08 | |
| WBR | d | 1700 | 17 | .01 | 2 | .00 | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .29 .39

627 . LY St. at Irvine Bl.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 1 | 1700 | 71 | .04* | 97 | .06* | |
| NBT | 0 | 0 | 0 | | 0 | | |
| NBR | 1 | 1700 | 89 | .05 | 114 | .07 | |
| SBL | 0 | 0 | 0 | | 0 | | |
| SBT | 0 | 0 | 0 | | 0 | | |
| SBR | 0 | 0 | 0 | | 0 | | |
| EBL | 0 | 0 | 0 | | 0 | | |
| EBT | 3 | 5100 | 1411 | .28 | 1166 | .23 | |
| EBR | 1 | 1700 | 74 | .04 | 80 | .05 | |
| WBL | 1 | 1700 | 76 | .04 | 150 | .09 | |
| WBT | 2 | 3400 | 1159 | .34* | 1863 | .55* | |
| WBR | 0 | 0 | 0 | | 0 | | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .43 .66

790 . Z St. at Irvine Bl.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 1 | 1700 | 78 | .05 | 103 | .06* | |
| NBT | 1 | 1700 | 19 | .01* | 45 | .03 | |
| NBR | 1 | 1700 | 184 | .11 | 144 | .08 | |
| SBL | 1 | 1700 | 186 | .11* | 68 | .04 | |
| SBT | 1 | 1700 | 66 | .04 | 34 | .02* | |
| SBR | 1 | 1700 | 79 | .05 | 48 | .03 | |
| EBL | 1 | 1700 | 23 | .01 | 46 | .03* | |
| EBT | 3 | 5100 | 1851 | .36* | 1361 | .27 | |
| EBR | 1 | 1700 | 79 | .05 | 83 | .05 | |
| WBL | 1 | 1700 | 115 | .07* | 173 | .10 | |
| WBT | 3 | 5100 | 1333 | .26 | 2124 | .42* | |
| WBR | 1 | 1700 | 27 | .02 | 109 | .06 | |
| Right Turn Adjustment | | | NBR | .05* | | | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .65 .58

800 . LQ St. at Irvine Bl.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|----------------|--------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 0 | 0 | 8 | | 9 | | |
| NBT | 0 | 0 | 3 | | 7 | | |
| NBR | 0 | 0 | 19 | | 15 | | |
| SBL | 1 | 1700 | 152 | .09* | 69 | .04* | |
| SBT | 0 | 0 | 5 | | 5 | | |
| SBR | 1 | 1700 | 64 | .04 | 39 | .02 | |
| EBL | 1 | 1700 | 28 | .02 | 77 | .05* | |
| EBT | 2 | 3400 | 2169 | .64* | 1586 | .47 | |
| EBR | 0 | 0 | 0 | | 25 | | |
| WBL | 0 | 0 | 25 | {.01}* | 0 | | |
| WBT | 2 | 3400 | 1498 | .45 | 2392 | .70* | |
| WBR | 1 | 1700 | 60 | .04 | 177 | .10 | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .79 .84

820 . Fairbanks at Irvine Bl.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 1 | 1700 | 2 | .00 | 69 | .04 | |
| NBT | 1 | 1700 | 55 | .06* | 22 | .20* | |
| NBR | 0 | 0 | 44 | | 310 | | |
| SBL | 1 | 1700 | 29 | .02* | 39 | .02* | |
| SBT | 1 | 1700 | 20 | .02 | 42 | .07 | |
| SBR | 0 | 0 | 12 | | 79 | | |
| EBL | 1 | 1700 | 133 | .08 | 23 | .01* | |
| EBT | 3 | 5100 | 1257 | .26* | 1090 | .22 | |
| EBR | 0 | 0 | 82 | | 13 | | |
| WBL | 1 | 1700 | 198 | .12* | 46 | .03 | |
| WBT | 3 | 5100 | 1217 | .26 | 1692 | .34* | |
| WBR | 0 | 0 | 92 | | 25 | | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .51 .62

821 . Alton Pkwy. at Fairbanks

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 1 | 1700 | 3 | .00 | 5 | .00 | |
| NBT | 3 | 5100 | 625 | .16 | 1880 | .42* | |
| NBR | 0 | 0 | 214 | | 265 | | |
| SBL | 1 | 1700 | 5 | .00 | 0 | .00 | |
| SBT | 3 | 5100 | 2238 | .44* | 836 | .16 | |
| SBR | 0 | 0 | 16 | | 4 | | |
| EBL | 1 | 1700 | 5 | .00 | 22 | .01 | |
| EBT | 1 | 1700 | 1 | .00* | 5 | .00* | |
| EBR | 0 | 0 | 3 | | 3 | | |
| WBL | 1 | 1700 | 29 | .02* | 101 | .06* | |
| WBT | 1 | 1700 | 1 | .00 | 1 | .01 | |
| WBR | 0 | 0 | 0 | | 8 | | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .51 .53

832 . Fairbanks at Astor

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 0 | 0 | 0 | | 0 | | |
| NBT | 1 | 1700 | 10 | .01 | 30 | .02* | |
| NBR | 0 | 0 | 0 | | 0 | | |
| SBL | 0 | 0 | 0 | | 0 | | |
| SBT | 1 | 1700 | 10 | .01* | 10 | .01 | |
| SBR | 0 | 0 | 0 | | 0 | | |
| EBL | 0 | 0 | 0 | | 0 | | |
| EBT | 1 | 1700 | 0 | .00 | 0 | .00 | |
| EBR | 0 | 0 | 0 | | 0 | | |
| WBL | 0 | 0 | 0 | | 0 | | |
| WBT | 0 | 0 | 0 | | 0 | | |
| WBR | 0 | 0 | 0 | | 0 | | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .06 .07

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|-------------|-------------------|-------------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 0.5 | | 27 | {.02}* | 21 | {.01}* |
| NBT | 1.5 | 3400 | 77 | .03 | 242 | .08 |
| NBR | 0 | | 2 | | 1 | |
| SBL | 0.5 | | 81 | | 92 | |
| SBT | 1.5 | 3400 | 292 | .18* | 245 | .13* |
| SBR | 0 | | 224 | | 97 | |
| EBL | 0.5 | | 29 | {.02}* | 140 | {.08}* |
| EBT | 0.5 | 1700 | 8 | .05 | 33 | .15 |
| EBR | 0 | | 41 | | 83 | |
| WBL | 0.5 | | 1 | | 2 | |
| WBT | 0.5 | 1700 | 28 | .07* | 23 | .08* |
| WBR | 0 | | 96 | | 114 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .34 | .35 | |

603 . "0" St & "LN" St

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 10 | .01* | 40 | .02 |
| NBT | 2 | 3400 | 72 | .03 | 270 | .12* |
| NBR | 0 | 0 | 29 | | 134 | |
| SBL | 1 | 1700 | 2 | .00 | 4 | .00 |
| SBT | 2 | 3400 | 374 | .11* | 285 | .09 |
| SBR | 0 | 0 | 14 | | 25 | |
| EBL | 1 | 1700 | 11 | .01 | 9 | .01 |
| EBT | 1 | 1700 | 18 | .05* | 13 | .03* |
| EBR | 0 | 0 | 61 | | 34 | |
| WBL | 1 | 1700 | 159 | .09* | 53 | .03* |
| WBT | 1 | 1700 | 10 | .01 | 16 | .01 |
| WBR | 0 | 0 | 3 | | 2 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .31 .23

605 . "0" St & "LQ" St

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|--------|----------------|--------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0.5 | | 28 | {.02}* | 0 | |
| NBT | 1.5 | 3400 | 104 | .05 | 439 | .16* |
| NBR | 0 | | 54 | | 105 | |
| SBL | 0.5 | | 1 | | 2 | |
| SBT | 1.5 | 3400 | 579 | .19* | 354 | .11 |
| SBR | 0 | | 52 | | 23 | |
| EBL | 0.5 | | 9 | {.01}* | 37 | |
| EBT | 0.5 | 1700 | 41 | .03 | 95 | .09* |
| EBR | 0 | | 2 | | 23 | |
| WBL | 0.5 | | 194 | | 70 | {.04}* |
| WBT | 0.5 | 1700 | 87 | .17* | 42 | .07 |
| WBR | 0 | | 3 | | 2 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .44 .34

608 . "0" St & "LV" St

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 1 | 1700 | 70 | .06 | 317 | .23* |
| NBR | 0 | 0 | 29 | | 82 | |
| SBL | 0.5 | | 1 | | 1 | |
| SBT | 0.5 | 1700 | 109 | .06* | 325 | .19 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1 | 1700 | 118 | .07* | 113 | .07* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 1 | 1700 | 1 | .00 | 2 | .00 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .18 .35

626 . "LY" St & "LQ" St

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0.5 | | 0 | | 1 | |
| NBT | 0.5 | 1700 | 23 | .01 | 145 | .09* |
| NBR | 0 | | 1 | | 5 | |
| SBL | 0.5 | | 0 | | 0 | |
| SBT | 0.5 | 1700 | 182 | .11* | 129 | .08 |
| SBR | 0 | | 1 | | 1 | |
| EBL | 0.5 | | 0 | | 1 | |
| EBT | 0.5 | 1700 | 143 | .08 | 303 | .18* |
| EBR | 0 | 0 | 1 | | 0 | |
| WBL | 0.5 | | 8 | | 6 | |
| WBT | 0.5 | 1700 | 321 | .19* | 227 | .14 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .35 .32

631 . "LY" ST & "LQ" St

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 0 | .00 | 0 | .00 |
| NBT | 1 | 1700 | 17 | .01 | 133 | .08* |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 1 | 1700 | 125 | .07* | 112 | .07 |
| SBR | 1 | 1700 | 54 | .03 | 18 | .01 |
| EBL | 1 | 1700 | 10 | .01* | 13 | .01* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 1 | .00 | 1 | .00 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .13 .14

782 . "A" St & "LQ" St

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0.5 | | 0 | | 0 | |
| SBT | 0 | 1700 | 0 | .05* | 0 | .04* |
| SBR | 0.5 | | 93 | | 64 | |
| EBL | 0.5 | | 7 | | 24 | |
| EBT | 0.5 | 1700 | 130 | .08 | 248 | .16* |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 1 | 1700 | 179 | .11* | 146 | .09 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .21 .25

787 . "Z" St & "LQ" St

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 1 | 1700 | 125 | .07 | 124 | .07 |
| EBL | 1 | 1700 | 122 | .07* | 205 | .12* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | SBR | .02* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .14 .17

437 . Scientific Wy. at ICD

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 5 | .00 | 157 | .05* |
| NBT | 2 | 3400 | 10 | .00 | 70 | .02 |
| NBR | 1 | 1700 | 5 | .00 | 16 | .01 |
| SBL | 2 | 3400 | 5 | .00 | 3 | .00 |
| SBT | 2 | 3400 | 20 | .01* | 8 | .00* |
| SBR | 1 | 1700 | 5 | .00 | 10 | .01 |
| EBL | 1 | 1700 | 39 | .02* | 69 | .04 |
| EBT | 3 | 5100 | 566 | .11 | 1391 | .27* |
| EBR | 1 | 1700 | 95 | .06 | 18 | .01 |
| WBL | 1 | 1700 | 26 | .02 | 4 | .00 |
| WBT | 3 | 5100 | 1182 | .23* | 863 | .17 |
| WBR | 1 | 1700 | 83 | .05 | 32 | .02 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .31 | | .37 |

441 . Loop Rd. at Jamboree Rd. SB Ramps

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 2 | 3400 | 11 | .00 | 87 | .03* |
| NBR | 1 | 1700 | 19 | .01 | 72 | .04 |
| SBL | 1 | 1700 | 11 | .01 | 8 | .00 |
| SBT | 2 | 3400 | 119 | .04* | 74 | .02 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1.5 | | 551 | .16* | 316 | .09* |
| WBT | 0 | 5100 | 0 | | 0 | |
| WBR | 1.5 | | 29 | | 43 | .03 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .25 | | .17 |

444 . Sand Canyon Av. at Burt Rd.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 25 | .01* | 24 | .01 |
| NBT | 3 | 5100 | 840 | .18 | 3050 | .62* |
| NBR | 0 | 0 | 74 | | 94 | |
| SBL | 1 | 1700 | 84 | .05 | 90 | .05* |
| SBT | 3 | 5100 | 3360 | .66* | 1408 | .28 |
| SBR | 1 | 1700 | 117 | .07 | 23 | .01 |
| EBL | 1 | 1700 | 18 | .01 | 77 | .05* |
| EBT | 1 | 1700 | 2 | .00* | 6 | .00 |
| EBR | d | 1700 | 20 | .01 | 47 | .03 |
| WBL | 1 | 1700 | 70 | .04* | 48 | .03 |
| WBT | 1 | 1700 | 8 | .00 | 2 | .00* |
| WBR | 1 | 1700 | 62 | .04 | 89 | .05 |
| Right Turn Adjustment | | | | | WBR | .01* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .76 | | .78 |

452 . Jamboree Rd. at Santiago Canyon Rd.

| ITAM 8.4-10 2015 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 991 | .29* | 1704 | .50* |
| NBT | 1 | 1700 | 39 | .02 | 20 | .01 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 2 | 3400 | 11 | .00* | 28 | .01* |
| SBR | d | 1700 | 9 | .01 | 22 | .01 |
| EBL | 1 | 1700 | 11 | .01* | 20 | .01* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 2 | 3400 | 1419 | .42 | 865 | .25 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | | | EBR | .19* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .54 | | .57 |

FORECAST INTERSECTION VOLUMES

ITAM SHEETS

HERITAGE FIELDS PROJECT 2012 – GPA/ZC TRAFFIC STUDY YEAR 2030 – WITH 2011 APPROVED PROJECT

268 . W. Yale Loop at Alton Pkwy.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 161 | .09* | 136 | .08* |
| NBT | 2 | 3400 | 181 | .05 | 217 | .06 |
| NBR | d | 1700 | 159 | .09 | 257 | .15 |
| SBL | 1 | 1700 | 143 | .08 | 61 | .04 |
| SBT | 2 | 3400 | 300 | .09* | 109 | .03* |
| SBR | d | 1700 | 138 | .08 | 120 | .07 |
| EBL | 1 | 1700 | 111 | .07* | 115 | .07 |
| EBT | 2 | 3400 | 878 | .26 | 1192 | .35* |
| EBR | d | 1700 | 153 | .09 | 172 | .10 |
| WBL | 1 | 1700 | 87 | .05 | 209 | .12* |
| WBT | 2 | 3400 | 1200 | .35* | 1054 | .31 |
| WBR | d | 1700 | 129 | .08 | 128 | .08 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .65 | | .63 |

271 . E. Yale Lp. at Alton Pkwy.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 227 | .13* | 104 | .06 |
| NBT | 2 | 3400 | 214 | .06 | 159 | .05* |
| NBR | d | 1700 | 548 | .32 | 252 | .15 |
| SBL | 2 | 3400 | 208 | .06 | 189 | .06* |
| SBT | 2 | 3400 | 93 | .03* | 135 | .04 |
| SBR | d | 1700 | 138 | .08 | 91 | .05 |
| EBL | 1 | 1700 | 168 | .10* | 257 | .15 |
| EBT | 2 | 3400 | 809 | .29 | 1200 | .40* |
| EBR | 0 | 0 | 164 | | 147 | |
| WBL | 2 | 3400 | 188 | .06 | 468 | .14* |
| WBT | 2 | 3400 | 1148 | .34* | 1055 | .31 |
| WBR | d | 1700 | 144 | .08 | 144 | .08 |
| Right Turn Adjustment | | | NBR | .11* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .76 | | .70 |

282 . Jeffrey Rd. at Portola Pkwy.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 939 | .28* | 698 | .21* |
| NBT | 1 | 1700 | 23 | .01 | 29 | .02 |
| NBR | f | | 31 | | 67 | |
| SBL | 1 | 1700 | 24 | .01 | 117 | .07 |
| SBT | 1 | 1700 | 19 | .01* | 63 | .04* |
| SBR | 1 | 1700 | 8 | .00 | 39 | .02 |
| EBL | 1 | 1700 | 29 | .02 | 122 | .07 |
| EBT | 3 | 5100 | 1255 | .25* | 1099 | .22* |
| EBR | 1 | 1700 | 521 | .31 | 409 | .24 |
| WBL | 2 | 3400 | 140 | .04* | 300 | .09* |
| WBT | 3 | 5100 | 1064 | .21 | 827 | .16 |
| WBR | d | 1700 | 19 | .01 | 29 | .02 |
| Clearance Interval | | | | .05* | | .05* |
| Note: Assumes Right-Turn Overlap for EBR | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | .63 | | .61 |

283 . Jeffrey Rd. at Irvine Bl.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 133 | .04* | 401 | .12 |
| NBT | 3 | 5100 | 531 | .10 | 747 | .15* |
| NBR | f | | 287 | | 374 | |
| SBL | 2 | 3400 | 283 | .08 | 217 | .06* |
| SBT | 3 | 5100 | 953 | .19* | 400 | .08 |
| SBR | 1 | 1700 | 95 | .06 | 154 | .09 |
| EBL | 2 | 3400 | 126 | .04* | 99 | .03* |
| EBT | 3 | 5100 | 1552 | .30 | 1419 | .28 |
| EBR | d | 1700 | 298 | .18 | 258 | .15 |
| WBL | 2 | 3400 | 310 | .09 | 271 | .08 |
| WBT | 3 | 5100 | 1845 | .36* | 1954 | .38* |
| WBR | d | 1700 | 245 | .14 | 355 | .21 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .68 | | .67 |

284 . Jeffrey Rd. at Bryan Av.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|-------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 167 | .05* | 370 | .11 |
| NBT | 3 | 5100 | 589 | .14 | 1173 | .31* |
| NBR | 0 | 0 | 144 | | 389 | |
| SBL | 2 | 3400 | 65 | .02 | 64 | .02* |
| SBT | 3 | 5100 | 1179 | .23* | 639 | .13 |
| SBR | 1 | 1700 | 356 | .21 | 235 | .14 |
| EBL | 1 | 1700 | 289 | .17* | 229 | .13* |
| EBT | 0.5 | 3400 | 171 | {.10} | 237 | .14 |
| EBR | 1.5 | | 241 | | 234 | |
| WBL | 2 | 3400 | 456 | .13 | 207 | .06 |
| WBT | 1 | 1700 | 340 | .20* | 224 | .13* |
| WBR | d | 1700 | 104 | .06 | 88 | .05 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .70 .64

285 . Jeffrey Rd. at Trabuco Rd.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 121 | .04* | 225 | .07 |
| NBT | 3 | 5100 | 634 | .12 | 1797 | .35* |
| NBR | d | 1700 | 261 | .15 | 465 | .27 |
| SBL | 2 | 3400 | 248 | .07 | 90 | .03* |
| SBT | 4 | 6800 | 1420 | .21* | 874 | .13 |
| SBR | 1 | 1700 | 326 | .19 | 140 | .08 |
| EBL | 2 | 3400 | 233 | .07 | 346 | .10* |
| EBT | 2 | 3400 | 601 | .18* | 626 | .18 |
| EBR | 1 | 1700 | 140 | .08 | 150 | .09 |
| WBL | 2 | 3400 | 569 | .17* | 246 | .07 |
| WBT | 2 | 3400 | 813 | .24 | 655 | .19* |
| WBR | 1 | 1700 | 74 | .04 | 257 | .15 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .65 .72

286 . Jeffrey Rd. at Roosevelt

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|--------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 107 | .03* | 367 | .11 |
| NBT | 3 | 5100 | 824 | .16 | 2275 | .45* |
| NBR | 1 | 1700 | 342 | .20 | 534 | .31 |
| SBL | 2 | 3400 | 105 | .03 | 162 | .05* |
| SBT | 3 | 5100 | 2110 | .41* | 1160 | .23 |
| SBR | d | 1700 | 10 | .01 | 17 | .01 |
| EBL | 1 | 1700 | 10 | .01 | 15 | .01 |
| EBT | 0.5 | 3400 | 193 | {.15}* | 294 | .17* |
| EBR | 1.5 | | 348 | | 186 | |
| WBL | 2 | 3400 | 732 | .22* | 444 | .13* |
| WBT | 1 | 1700 | 274 | .16 | 247 | .15 |
| WBR | d | 1700 | 186 | .11 | 130 | .08 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .86 .85

287 . Jeffrey Rd. at I-5 NB Ramps

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|-------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 781 | .15 | 2365 | .46* |
| NBR | f | | 250 | | 270 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 2547 | .50* | 1578 | .31 |
| SBR | f | | 700 | | 220 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1.5 | | 453 | .13* | 602 | |
| WBT | 0 | 5100 | 0 | | 0 | .28* |
| WBR | 1.5 | | 459 | {.01} | 835 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .68 .79

293 . Jeffrey Rd. at I-405 NB Ramps

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 1711 | .34 | 2234 | .44* |
| NBR | f | | 361 | | 110 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 2029 | .40* | 1573 | .31 |
| SBR | f | | 1342 | | 650 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 2 | 3400 | 995 | .29* | 1327 | .39* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 1 | 1700 | 262 | .15 | 546 | .32 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .74 .88

294 . University Dr. at I-405 SB Ramps

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 1500 | .29 | 1794 | .35 |
| NBR | f | | 1020 | | 1210 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 2185 | .43* | 2304 | .45* |
| SBR | f | | 370 | | 290 | |
| EBL | 2 | 3400 | 520 | .15* | 666 | .20* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 125 | .07 | 146 | .09 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .63 .70

300 . Sand Canyon. Av. at Portola Pkwy.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 243 | .07* | 766 | .23* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 2 | 3400 | 198 | .06 | 314 | .09 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 2 | 3400 | 532 | .16 | 716 | .21* |
| EBR | f | | 806 | | 264 | |
| WBL | 2 | 3400 | 324 | .10 | 236 | .07* |
| WBT | 2 | 3400 | 947 | .28* | 674 | .20 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .40 .56

301 . Sand Canyon. Av. at Irvine Bl.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 115 | .03* | 505 | .15* |
| NBT | 3 | 5100 | 424 | .08 | 829 | .16 |
| NBR | 2 | 3400 | 299 | .09 | 476 | .14 |
| SBL | 2 | 3400 | 420 | .12 | 99 | .03 |
| SBT | 2 | 3400 | 941 | .28* | 463 | .14* |
| SBR | 1 | 1700 | 109 | .06 | 188 | .11 |
| EBL | 2 | 3400 | 184 | .05 | 178 | .05* |
| EBT | 4 | 6800 | 1511 | .22* | 1115 | .16 |
| EBR | 1 | 1700 | 358 | .21 | 176 | .10 |
| WBL | 2 | 3400 | 531 | .16* | 451 | .13 |
| WBT | 3 | 5100 | 1466 | .29 | 1827 | .36* |
| WBR | 1 | 1700 | 112 | .07 | 474 | .28 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .74 .75

302 . Sand Canyon. Av. at Trabuco Pkwy.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 189 | .06* | 673 | .20 |
| NBT | 3 | 5100 | 377 | .07 | 1964 | .39* |
| NBR | f | | 224 | | 433 | |
| SBL | 2 | 3400 | 366 | .11 | 362 | .11* |
| SBT | 3 | 5100 | 2213 | .43* | 708 | .14 |
| SBR | 1 | 1700 | 99 | .06 | 160 | .09 |
| EBL | 2 | 3400 | 148 | .04 | 191 | .06 |
| EBT | 3 | 5100 | 410 | .08* | 558 | .11* |
| EBR | f | | 652 | | 221 | |
| WBL | 2 | 3400 | 465 | .14* | 392 | .12* |
| WBT | 3 | 5100 | 852 | .17 | 499 | .10 |
| WBR | d | 1700 | 305 | .18 | 429 | .25 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .76 .78

303 . Sand Canyon. Av. at I-5 NB Ramps

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|-------|------------|--------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 235 | .07* | 634 | .19 |
| NBT | 4 | 6800 | 1045 | .15 | 2637 | .39* |
| NBR | d | 1700 | 720 | .42 | 896 | .53 |
| SBL | 2 | 3400 | 359 | .11 | 214 | .06* |
| SBT | 4 | 6800 | 3096 | .46* | 1324 | .19 |
| SBR | 1 | 1700 | 343 | .20 | 243 | .14 |
| EBL | 1.5 | | 134 | .08 | 353 | {.14}* |
| EBT | 0.5 | 3400 | 251 | .15* | 130 | .14 |
| EBR | 2 | 3400 | 296 | .09 | 217 | .06 |
| WBL | 2 | 3400 | 387 | .11* | 568 | .17 |
| WBT | 1.5 | 5100 | 182 | {.05} | 623 | {.19}* |
| WBR | 1.5 | | 291 | | 430 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .84 .83

305 . Sand Canyon. Av. at I-5 SB Ramps

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|-------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 4 | 6800 | 1301 | .19 | 3537 | .52* |
| NBR | 1 | 1700 | 90 | .05 | 264 | .16 |
| SBL | 2 | 3400 | 548 | .16 | 466 | .14* |
| SBT | 4 | 6800 | 3127 | .46* | 1653 | .24 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 2.5 | | 699 | .21* | 523 | .10* |
| EBT | 0 | 6800 | 2 | | 0 | |
| EBR | 1.5 | | 1103 | .32 | 327 | {.00} |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | EBR | .11* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .83 .81

306 . Sand Canyon. Av. at Oak Cyn./Laguna Cyn. Rd.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|-------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 119 | .07 | 199 | .12 |
| NBT | 3 | 5100 | 817 | .16* | 1524 | .30* |
| NBR | 1 | 1700 | 185 | .11 | 127 | .07 |
| SBL | 2 | 3400 | 1598 | .47* | 590 | .17* |
| SBT | 3 | 5100 | 1679 | .33 | 1086 | .21 |
| SBR | d | 1700 | 366 | .22 | 204 | .12 |
| EBL | 2 | 3400 | 111 | .03 | 319 | .09 |
| EBT | 1 | 1700 | 157 | .09* | 253 | .15* |
| EBR | d | 1700 | 103 | .06 | 89 | .05 |
| WBL | 2 | 3400 | 68 | .02* | 195 | .06* |
| WBT | 1.5 | 5100 | 226 | {.07} | 87 | .05 |
| WBR | 1.5 | | 352 | | 1478 | .43 |
| Right Turn Adjustment | | | | | WBR | .18* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .79 .91

316 . SR-133 SB Ramps at Irvine Bl.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1 | 1700 | 222 | .13* | 86 | .05* |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 2 | 3400 | 216 | .06 | 223 | .07 |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 4 | 6800 | 2053 | .30* | 1564 | .23 |
| EBR | d | 1700 | 171 | .10 | 126 | .07 |
| WBL | 1 | 1700 | 119 | .07* | 154 | .09 |
| WBT | 3 | 5100 | 1748 | .34 | 2507 | .49* |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | | | SBR | .02* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .55 .61

317 . SR-133 NB Ramps at Irvine Bl.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 60 | .04* | 169 | .10* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 1 | 1700 | 111 | .07 | 300 | .18 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 2 | 3400 | 2149 | .63* | 1590 | .47 |
| EBR | f | | 140 | | 200 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 3 | 5100 | 1840 | .40 | 2531 | .55* |
| WBR | 0 | 0 | 190 | | 290 | |
| Right Turn Adjustment | | | | | NBR | .03* |
| Clearance Interval | | | | .05* | NBR | .02* |
| | | | | | | .05* |

TOTAL CAPACITY UTILIZATION .75 .72

318 . Banting at Barranca Pkwy.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 14 | .00 | 27 | .01 |
| NBT | 1 | 1700 | 5 | .00 | 170 | .10* |
| NBR | 1 | 1700 | 11 | .01 | 143 | .08 |
| SBL | 2 | 3400 | 879 | .26 | 160 | .05* |
| SBT | 2 | 3400 | 652 | .37* | 158 | .09 |
| SBR | 0 | 0 | 599 | | 263 | .15 |
| EBL | 1 | 1700 | 44 | .03* | 244 | .14* |
| EBT | 2 | 3400 | 611 | .18 | 907 | .27 |
| EBR | d | 1700 | 45 | .03 | 38 | .02 |
| WBL | 1 | 1700 | 33 | .02 | 14 | .01 |
| WBT | 2 | 3400 | 707 | .21* | 620 | .18* |
| WBR | f | | 100 | | 786 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .66 .52

319 . Banting at Alton Pkwy.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 4 | .00 | 48 | .03 |
| NBT | 1 | 1700 | 3 | .00 | 96 | .06* |
| NBR | 1 | 1700 | 14 | .01 | 157 | .09 |
| SBL | 2 | 3400 | 117 | .03 | 155 | .05* |
| SBT | 1 | 1700 | 133 | .08* | 15 | .01 |
| SBR | 1 | 1700 | 327 | .19 | 70 | .04 |
| EBL | 2 | 3400 | 10 | .00 | 34 | .01 |
| EBT | 2 | 3400 | 809 | .24 | 1228 | .36* |
| EBR | d | 1700 | 35 | .02 | 8 | .00 |
| WBL | 1 | 1700 | 112 | .07 | 7 | .00 |
| WBT | 2 | 3400 | 1139 | .34* | 1012 | .30 |
| WBR | d | 1700 | 137 | .08 | 50 | .03 |
| Right Turn Adjustment | | | | | SBR | .11* |
| Clearance Interval | | | | .05* | NBR | .03* |
| | | | | | | .05* |

TOTAL CAPACITY UTILIZATION .58 .55

330 . Barranca Pkwy. at Pacifica

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 247 | .15* | 28 | .02* |
| NBT | 2 | 3400 | 941 | .28 | 625 | .18 |
| NBR | 1 | 1700 | 270 | .16 | 496 | .29 |
| SBL | 1 | 1700 | 13 | .01 | 166 | .10 |
| SBT | 2 | 3400 | 522 | .15* | 1303 | .38* |
| SBR | d | 1700 | 127 | .07 | 22 | .01 |
| EBL | 2 | 3400 | 17 | .01* | 121 | .04 |
| EBT | 2 | 3400 | 17 | .01 | 108 | .06* |
| EBR | 0 | 0 | 46 | .03 | 411 | .24 |
| WBL | 2 | 3400 | 302 | .09 | 307 | .09* |
| WBT | 1 | 1700 | 276 | .16* | 40 | .02 |
| WBR | 1 | 1700 | 443 | .26 | 84 | .05 |
| Right Turn Adjustment | | | WBR | .08* | EBR | .16* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .60 | | .76 |

335 . Alton Pkwy. at Portola Pkwy.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 47 | .03* | 164 | .10* |
| NBT | 2 | 3400 | 94 | .03 | 250 | .07 |
| NBR | f | | 334 | | 525 | |
| SBL | 1 | 1700 | 112 | .07 | 58 | .03 |
| SBT | 2 | 3400 | 254 | .07* | 110 | .03* |
| SBR | d | 1700 | 15 | .01 | 18 | .01 |
| EBL | 2 | 3400 | 11 | .00 | 17 | .01 |
| EBT | 2 | 3400 | 344 | .10* | 318 | .09* |
| EBR | f | | 88 | | 69 | |
| WBL | 2 | 3400 | 458 | .13* | 321 | .09* |
| WBT | 3 | 5100 | 248 | .05 | 468 | .09 |
| WBR | f | | 54 | | 83 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .38 | | .36 |

336 . Alton Pkwy. at SR-241 Ramps

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 196 | .12* | 117 | .07 |
| NBT | 3 | 5100 | 432 | .08 | 895 | .18* |
| NBR | f | | 227 | | 408 | |
| SBL | 1 | 1700 | 93 | .05 | 333 | .20* |
| SBT | 3 | 5100 | 884 | .17* | 541 | .11 |
| SBR | f | | 334 | | 196 | |
| EBL | 2 | 3400 | 115 | .03 | 185 | .05* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | f | | 200 | | 175 | |
| WBL | 2 | 3400 | 426 | .13* | 118 | .03 |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | f | | 403 | | 172 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .47 | | .48 |

338 . Alton Pkwy. at Irvine Bl.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 254 | .07* | 684 | .20* |
| NBT | 3 | 5100 | 446 | .09 | 1185 | .23 |
| NBR | f | | 90 | | 180 | |
| SBL | 2 | 3400 | 315 | .09 | 251 | .07 |
| SBT | 3 | 5100 | 1418 | .28* | 599 | .12* |
| SBR | f | | 888 | | 930 | |
| EBL | 2.5 | | 776 | .23 | 875 | |
| EBT | 2.5 | 8500 | 1437 | .28* | 1229 | .25* |
| EBR | 1 | 1700 | 706 | .42 | 313 | .18 |
| WBL | 2 | 3400 | 260 | .08 | 139 | .04 |
| WBT | 3 | 5100 | 1471 | .29* | 1839 | .36* |
| WBR | 1 | 1700 | 290 | .17 | 362 | .21 |
| Right Turn Adjustment | | | EBR | .07* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | 1.04 | | .98 |

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

339 . Alton Pkwy. at Toledo Wy.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 70 | .04* | 34 | .02 |
| NBT | 3 | 5100 | 1147 | .22 | 2062 | .40* |
| NBR | f | | 96 | | 323 | |
| SBL | 1 | 1700 | 64 | .04 | 39 | .02* |
| SBT | 3 | 5100 | 2081 | .41* | 1081 | .21 |
| SBR | 0 | 0 | 19 | | 12 | |
| EBL | 1 | 1700 | 2 | .00 | 15 | .01 |
| EBT | 1 | 1700 | 9 | .02* | 27 | .07* |
| EBR | 0 | 0 | 19 | | 87 | |
| WBL | 1 | 1700 | 310 | .18* | 112 | .07* |
| WBT | 1 | 1700 | 41 | .02 | 14 | .01 |
| WBR | 1 | 1700 | 171 | .10 | 73 | .04 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .70 .61

340 . Alton Pkwy. at Jeronimo Rd.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 153 | .09* | 20 | .01 |
| NBT | 3 | 5100 | 1132 | .22 | 2000 | .39* |
| NBR | f | | 216 | | 340 | |
| SBL | 2 | 3400 | 103 | .03 | 69 | .02* |
| SBT | 3 | 5100 | 2136 | .43* | 1561 | .31 |
| SBR | 0 | 0 | 69 | | 7 | |
| EBL | 1 | 1700 | 11 | .01 | 40 | .02 |
| EBT | 1 | 1700 | 11 | .01* | 21 | .01* |
| EBR | f | | 29 | | 130 | |
| WBL | 2 | 3400 | 415 | .12* | 299 | .09* |
| WBT | 1 | 1700 | 39 | .02 | 13 | .01 |
| WBR | 1 | 1700 | 97 | .06 | 120 | .07 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .70 .56

341 . Alton Pkwy. at Barranca Pkwy./Muirlands Bl.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 6 | .00 | 21 | .01 |
| NBT | 3 | 5100 | 923 | .18 | 1069 | .21* |
| NBR | f | | 115 | | 350 | |
| SBL | 2 | 3400 | 90 | .03 | 138 | .04* |
| SBT | 3 | 5100 | 1199 | .24* | 1017 | .20 |
| SBR | f | | 1190 | | 723 | |
| EBL | 2 | 3400 | 540 | .16* | 1135 | .33* |
| EBT | 2 | 3400 | 165 | .05 | 512 | .15 |
| EBR | d | 1700 | 10 | .01 | 6 | .00 |
| WBL | 2 | 3400 | 191 | .06 | 137 | .04 |
| WBT | 2 | 3400 | 414 | .15* | 336 | .14* |
| WBR | 0 | 0 | 87 | | 126 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .60 .77

343 . Alton Pkwy. at Ada

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 382 | .11* | 121 | .04* |
| NBT | 3 | 5100 | 1657 | .32 | 1376 | .27 |
| NBR | d | 1700 | 3 | .00 | 12 | .01 |
| SBL | 1 | 1700 | 5 | .00 | 20 | .01 |
| SBT | 3 | 5100 | 1544 | .30* | 1776 | .35* |
| SBR | d | 1700 | 58 | .03 | 23 | .01 |
| EBL | 1 | 1700 | 13 | .01* | 31 | .02* |
| EBT | 1 | 1700 | 2 | .00 | 9 | .01 |
| EBR | 1 | 1700 | 66 | .04 | 484 | .28 |
| WBL | 1 | 1700 | 15 | .01 | 29 | .02 |
| WBT | 1 | 1700 | 5 | .01* | 6 | .01* |
| WBR | 0 | 0 | 7 | | 15 | |
| Right Turn Adjustment | | | | | EBR | .24* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .48 .71

364 . Bake Pkwy. at Jeronimo Rd.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 457 | .13 | 59 | .02 |
| NBT | 3 | 5100 | 2514 | .49* | 2436 | .48* |
| NBR | d | 1700 | 100 | .06 | 551 | .32 |
| SBL | 1 | 1700 | 67 | .04* | 40 | .02* |
| SBT | 4 | 6800 | 2323 | .36 | 2489 | .37 |
| SBR | 0 | 0 | 113 | | 25 | |
| EBL | 2 | 3400 | 9 | .00 | 66 | .02 |
| EBT | 2 | 3400 | 23 | .01* | 223 | .07* |
| EBR | 1 | 1700 | 48 | .03 | 181 | .11 |
| WBL | 1 | 1700 | 457 | .27* | 134 | .08* |
| WBT | 3 | 5100 | 583 | .13 | 127 | .04 |
| WBR | 0 | 0 | 73 | | 99 | .06 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .86 .70

365 . Bake Pkwy. at Muirlands Bl.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 166 | .05 | 35 | .01 |
| NBT | 4 | 6800 | 3067 | .45* | 2768 | .41* |
| NBR | f | | 137 | | 317 | |
| SBL | 2 | 3400 | 96 | .03* | 254 | .07* |
| SBT | 4 | 6800 | 2834 | .42 | 2093 | .31 |
| SBR | f | | 189 | | 70 | |
| EBL | 2 | 3400 | 33 | .01* | 282 | .08 |
| EBT | 2 | 3400 | 189 | .06 | 1136 | .33* |
| EBR | f | | 28 | | 27 | |
| WBL | 2 | 3400 | 454 | .13 | 186 | .05* |
| WBT | 2 | 3400 | 689 | .20* | 271 | .08 |
| WBR | f | | 126 | | 161 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .74 .91

366 . Bake Pkwy. at Rockfield Bl.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 619 | .18* | 133 | .04 |
| NBT | 4 | 6800 | 3105 | .46 | 2965 | .44* |
| NBR | f | | 391 | | 222 | |
| SBL | 2 | 3400 | 315 | .09 | 482 | .14* |
| SBT | 4 | 6800 | 2830 | .42* | 1737 | .26 |
| SBR | 1 | 1700 | 63 | .04 | 71 | .04 |
| EBL | 1 | 1700 | 13 | .01 | 54 | .03 |
| EBT | 2 | 3400 | 134 | .04* | 326 | .10* |
| EBR | f | | 61 | | 610 | |
| WBL | 2 | 3400 | 310 | .09* | 833 | .25* |
| WBT | 2 | 3400 | 328 | .10 | 257 | .08 |
| WBR | f | | 162 | | 211 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .78 .98

367 . Bake Pkwy. at I-5 NB Ramps

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 4 | 6800 | 3610 | .53* | 3174 | .47* |
| NBR | f | | 320 | | 1000 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 1073 | .21 | 1917 | .38 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1 | 1700 | 147 | .09* | 133 | .08* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 3 | 5100 | 1280 | .25 | 456 | .09 |
| Right Turn Adjustment | | | WBR | .16* | WBR | .01* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .83 .61

368 . Bake Pkwy. at I-5 SB Ramps

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 1363 | .27* | 2116 | .41* |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 923 | .18 | 1308 | .26 |
| SBR | f | | 351 | | 848 | |
| EBL | 3 | 5100 | 2493 | .49* | 2194 | .43* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 500 | .29 | 244 | .14 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .81 | | .89 | |

371 . Bake Pkwy. at Research Dr.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 78 | .05 | 27 | .02 |
| NBT | 3 | 5100 | 1075 | .21* | 870 | .17* |
| NBR | d | 1700 | 51 | .03 | 6 | .00 |
| SBL | 2 | 3400 | 425 | .13* | 225 | .07* |
| SBT | 3 | 5100 | 651 | .13 | 1127 | .22 |
| SBR | 1 | 1700 | 569 | .33 | 215 | .13 |
| EBL | 2 | 3400 | 104 | .03* | 478 | .14* |
| EBT | 2 | 3400 | 135 | .04 | 159 | .05 |
| EBR | d | 1700 | 12 | .01 | 16 | .01 |
| WBL | 1 | 1700 | 27 | .02 | 10 | .01 |
| WBT | 1 | 1700 | 143 | .08* | 270 | .16* |
| WBR | 1 | 1700 | 171 | .10 | 767 | .45 |
| Right Turn Adjustment | | SBR | | .02* | WBR | .24* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .52 | | .83 | |

372 . Bake Pkwy. at ICD

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 113 | .03 | 190 | .06 |
| NBT | 3 | 5100 | 513 | .10* | 251 | .05* |
| NBR | d | 1700 | 88 | .05 | 22 | .01 |
| SBL | 2 | 3400 | 333 | .10* | 611 | .18* |
| SBT | 3 | 5100 | 117 | .02 | 459 | .09 |
| SBR | 1 | 1700 | 247 | .15 | 147 | .09 |
| EBL | 2 | 3400 | 223 | .07* | 229 | .07 |
| EBT | 3 | 5100 | 940 | .18 | 1418 | .28* |
| EBR | f | | 96 | | 157 | |
| WBL | 2 | 3400 | 6 | .00 | 30 | .01* |
| WBT | 4 | 6800 | 874 | .13* | 874 | .13 |
| WBR | d | 1700 | 561 | .33 | 453 | .27 |
| Right Turn Adjustment | | WBR | | .12* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .57 | | .57 | |

373 . Lake Forest Dr. at SR-241 NB Ramps

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 206 | .06 | 425 | .13* |
| NBT | 2 | 3400 | 1180 | .35* | 1270 | .37 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 2 | 3400 | 870 | .26 | 950 | .28* |
| SBR | 1 | 1700 | 114 | .07 | 395 | .23 |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .40 | | .46 | |

444 . Sand Canyon Av. at Burt Rd.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 15 | .01* | 9 | .01 |
| NBT | 3 | 5100 | 1234 | .26 | 3260 | .66* |
| NBR | 0 | 0 | 79 | | 89 | |
| SBL | 1 | 1700 | 89 | .05 | 108 | .06* |
| SBT | 3 | 5100 | 3630 | .71* | 1783 | .35 |
| SBR | 1 | 1700 | 70 | .04 | 10 | .01 |
| EBL | 1 | 1700 | 16 | .01 | 42 | .02 |
| EBT | 1 | 1700 | 1 | .00* | 3 | .00* |
| EBR | d | 1700 | 13 | .01 | 24 | .01 |
| WBL | 1 | 1700 | 67 | .04* | 49 | .03* |
| WBT | 1 | 1700 | 4 | .00 | 1 | .00 |
| WBR | 1 | 1700 | 80 | .05 | 99 | .06 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .81 | | .80 |

452 . Jamboree Rd. at Santiago Canyon Rd.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 862 | .25* | 1538 | .45* |
| NBT | 1 | 1700 | 39 | .02 | 20 | .01 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 2 | 3400 | 12 | .00* | 28 | .01* |
| SBR | d | 1700 | 8 | .00 | 22 | .01 |
| EBL | 1 | 1700 | 11 | .01* | 20 | .01* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 2 | 3400 | 1398 | .41 | 792 | .23 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | EBR | .21* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .52 | | .52 |

463 . Jamboree Rd. at Chapman Ave.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 69 | .02 | 162 | .05 |
| NBT | 2 | 3400 | 205 | .06* | 665 | .20* |
| NBR | 2 | 3400 | 224 | .07 | 504 | .15 |
| SBL | 2 | 3400 | 676 | .20* | 471 | .14* |
| SBT | 3 | 5100 | 546 | .11 | 201 | .04 |
| SBR | 1 | 1700 | 212 | .12 | 151 | .09 |
| EBL | 2 | 3400 | 138 | .04 | 179 | .05* |
| EBT | 3 | 5100 | 1269 | .25* | 1253 | .25 |
| EBR | 1 | 1700 | 115 | .07 | 55 | .03 |
| WBL | 2 | 3400 | 499 | .15* | 206 | .06 |
| WBT | 3 | 5100 | 1690 | .33 | 1483 | .29* |
| WBR | 2 | 3400 | 558 | .16 | 661 | .19 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .71 | | .73 |

464 . SR-241/SR-261 SB Ramps at Chapman Ave.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1 | 1700 | 251 | .15* | 203 | .12* |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 2 | 3400 | 696 | .20 | 298 | .09 |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 3 | 5100 | 1889 | .37* | 1917 | .38 |
| EBR | 1 | 1700 | 745 | .44 | 148 | .09 |
| WBL | 2 | 3400 | 265 | .08* | 102 | .03 |
| WBT | 3 | 5100 | 1774 | .35 | 2282 | .45* |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .65 | | .62 |

486 . SR-133 SB Ramps at Trabuco Rd.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1 | 1700 | 225 | .13* | 171 | .10* |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 2 | 3400 | 395 | .12 | 209 | .06 |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 2 | 3400 | 795 | .23 | 1079 | .32* |
| EBR | 1 | 1700 | 391 | .23 | 347 | .20 |
| WBL | 2 | 3400 | 349 | .10 | 333 | .10* |
| WBT | 2 | 3400 | 1245 | .37* | 1271 | .37 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .55 .57

487 . SR-133 NB Ramps at Trabuco Rd.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 276 | .08* | 413 | .12* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 2 | 3400 | 551 | .16 | 517 | .15 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 2 | 3400 | 989 | .29 | 1053 | .31* |
| EBR | f | | 49 | | 199 | |
| WBL | 1 | 1700 | 131 | .08 | 281 | .17* |
| WBT | 2 | 3400 | 1314 | .39* | 1187 | .35 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .52 .65

514 . Alton Pkwy. at Rancho Pkwy.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 259 | .08* | 367 | .11 |
| NBT | 3 | 5100 | 790 | .15 | 1876 | .37* |
| NBR | 1 | 1700 | 171 | .10 | 251 | .15 |
| SBL | 2 | 3400 | 87 | .03 | 62 | .02* |
| SBT | 3 | 5100 | 217 | .43* | 998 | .20 |
| SBR | 1 | 1700 | 155 | .09 | 76 | .04 |
| EBL | 1 | 1700 | 71 | .04 | 122 | .07 |
| EBT | 1 | 1700 | 132 | .08* | 156 | .09* |
| EBR | 1 | 1700 | 357 | .21 | 298 | .18 |
| WBL | 1 | 1700 | 162 | .10* | 175 | .10* |
| WBT | 1 | 1700 | 96 | .07 | 127 | .12 |
| WBR | 0 | 0 | 31 | | 71 | |
| Right Turn Adjustment | | | EBR | .07* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .81 .63

515 . Bake Pkwy. N at Rancho Pkwy.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 2 | 3400 | 862 | .25 | 1868 | .55* |
| NBR | d | 1700 | 287 | .17 | 602 | .35 |
| SBL | 1 | 1700 | 149 | .08 | 268 | .16* |
| SBT | 2 | 3400 | 79 | .52* | 1022 | .30 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 2 | 3400 | 604 | .18* | 388 | .11* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 2 | 3400 | 217 | .06 | 272 | .08 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .75 .87

555 . Bake Pkwy. at Rancho Pkwy. S

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 329 | .19* | 106 | .06 |
| NBT | 2 | 3400 | 921 | .27 | 1932 | .57* |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 2 | 3400 | 1724 | .51* | 1167 | .34 |
| SBR | 1 | 1700 | 461 | .27 | 223 | .13 |
| EBL | 2 | 3400 | 269 | .08* | 518 | .15* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 76 | .04 | 253 | .15 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .83 | | .77 | |

556 . Ridge Valley at Portola Pkwy.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 242 | .14* | 163 | .10* |
| NBT | 1 | 1700 | 21 | .01 | 94 | .06 |
| NBR | d | 1700 | 55 | .03 | 304 | .18 |
| SBL | 1 | 1700 | 119 | .07 | 26 | .02 |
| SBT | 2 | 3400 | 74 | .02* | 59 | .02* |
| SBR | d | 1700 | 33 | .02 | 16 | .01 |
| EBL | 1 | 1700 | 21 | .01* | 7 | .00 |
| EBT | 2 | 3400 | 466 | .14 | 951 | .28* |
| EBR | d | 1700 | 127 | .07 | 163 | .10 |
| WBL | 1 | 1700 | 219 | .13 | 98 | .06* |
| WBT | 2 | 3400 | 1005 | .30* | 601 | .18 |
| WBR | d | 1700 | 19 | .01 | 79 | .05 |
| Right Turn Adjustment | | | | | NBR | .03* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .52 | | .54 | |

558 . O St. at Irvine Bl.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 109 | .03 | 249 | .07 |
| NBT | 2 | 3400 | 44 | .01* | 258 | .08* |
| NBR | d | 1700 | 68 | .04 | 103 | .06 |
| SBL | 1 | 1700 | 266 | .16* | 113 | .07* |
| SBT | 2 | 3400 | 364 | .11 | 122 | .04 |
| SBR | f | | 426 | | 277 | |
| EBL | 2 | 3400 | 135 | .04 | 391 | .12* |
| EBT | 3 | 5100 | 1927 | .38* | 1394 | .27 |
| EBR | 1 | 1700 | 289 | .17 | 159 | .09 |
| WBL | 2 | 3400 | 167 | .05* | 110 | .03 |
| WBT | 3 | 5100 | 1675 | .33 | 2244 | .44* |
| WBR | 1 | 1700 | 71 | .04 | 270 | .16 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .65 | | .76 | |

559 . O St. at Trabuco Rd.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 97 | .03* | 333 | .10* |
| NBT | 2 | 3400 | 50 | .02 | 341 | .11 |
| NBR | 0 | 0 | 3 | | 27 | |
| SBL | 1 | 1700 | 21 | .01 | 49 | .03 |
| SBT | 2 | 3400 | 341 | .10* | 270 | .08* |
| SBR | 1 | 1700 | 799 | .47 | 625 | .37 |
| EBL | 2 | 3400 | 678 | .20* | 751 | .22* |
| EBT | 2 | 3400 | 308 | .09 | 515 | .15 |
| EBR | 1 | 1700 | 546 | .32 | 307 | .18 |
| WBL | 1 | 1700 | 27 | .02 | 25 | .01 |
| WBT | 2 | 3400 | 578 | .18* | 526 | .17* |
| WBR | 0 | 0 | 34 | | 61 | |
| Right Turn Adjustment | | | SBR | .17* | SBR | .07* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .73 | | .69 | |

Note: Assumes Right-Turn Overlap for SBR EBR

560 . O St. at Marine Wy.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 2 | 3400 | 345 | .10* | 359 | .11* |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 1 | 1700 | 138 | .08 | 291 | .17 |
| EBL | 1 | 1700 | 69 | .04 | 280 | .16* |
| EBT | 2 | 3400 | 995 | .29* | 741 | .22 |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 2 | 3400 | 692 | .20 | 969 | .29* |
| WBR | 1 | 1700 | 121 | .07 | 450 | .26 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .44 .61

562 . D St. at Marine Wy.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1 | 1700 | 1 | .00 | 1 | .00 |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 1 | 1700 | 1 | .00 | 1 | .00 |
| EBL | 1 | 1700 | 1 | .00 | 1 | .00 |
| EBT | 2 | 3400 | 1179 | .35* | 930 | .27 |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 2 | 3400 | 971 | .29 | 1390 | .41* |
| WBR | 0 | 0 | 1 | | 1 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .40 .46

563 . B St. at Irvine Bl.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 28 | .02* | 143 | .08* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 1 | 1700 | 32 | .02 | 137 | .08 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 3 | 5100 | 2688 | .53* | 1797 | .35 |
| EBR | 1 | 1700 | 194 | .11 | 51 | .03 |
| WBL | 1 | 1700 | 156 | .09* | 79 | .05 |
| WBT | 3 | 5100 | 1882 | .37 | 2923 | .58* |
| WBR | 0 | 0 | 0 | | 10 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .69 .71

564 . C St. at Marine Wy.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 19 | .01* | 33 | .02* |
| NBT | 1 | 1700 | 18 | .02 | 28 | .03 |
| NBR | 0 | 0 | 13 | | 28 | |
| SBL | 1 | 1700 | 18 | .01 | 103 | .06 |
| SBT | 1 | 1700 | 25 | .03* | 125 | .14* |
| SBR | 0 | 0 | 27 | | 121 | |
| EBL | 1 | 1700 | 113 | .07* | 81 | .05* |
| EBT | 2 | 3400 | 769 | .26 | 782 | .26 |
| EBR | 0 | 0 | 114 | | 107 | |
| WBL | 1 | 1700 | 101 | .06 | 117 | .07 |
| WBT | 2 | 3400 | 954 | .31* | 1000 | .32* |
| WBR | 0 | 0 | 100 | | 91 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .47 .58

566 . Marine Wy. at Barranca Pkwy.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 123 | .07 | 78 | .05 |
| NBT | 2 | 3400 | 573 | .17* | 391 | .12* |
| NBR | 1 | 1700 | 135 | .08 | 131 | .08 |
| SBL | 2 | 3400 | 268 | .08* | 445 | .13* |
| SBT | 2 | 3400 | 302 | .09 | 524 | .15 |
| SBR | 1 | 1700 | 250 | .15 | 261 | .15 |
| EBL | 2 | 3400 | 221 | .07* | 341 | .10 |
| EBT | 2 | 3400 | 467 | .14 | 997 | .29* |
| EBR | 1 | 1700 | 62 | .04 | 132 | .08 |
| WBL | 2 | 3400 | 147 | .04 | 145 | .04* |
| WBT | 2 | 3400 | 1007 | .30* | 663 | .20 |
| WBR | 1 | 1700 | 516 | .30 | 381 | .22 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .67 .63

567 . Marine Wy. at Alton Pkwy.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 651 | .19* | 449 | .13* |
| NBT | 2 | 3400 | 594 | .17 | 361 | .11 |
| NBR | 1 | 1700 | 234 | .14 | 212 | .12 |
| SBL | 1 | 1700 | 72 | .04 | 117 | .07 |
| SBT | 2 | 3400 | 243 | .07* | 558 | .16* |
| SBR | 1 | 1700 | 204 | .12 | 247 | .15 |
| EBL | 2 | 3400 | 270 | .08* | 205 | .06 |
| EBT | 3 | 5100 | 946 | .19 | 1101 | .22* |
| EBR | f | | 353 | | 586 | |
| WBL | 2 | 3400 | 165 | .05 | 216 | .06* |
| WBT | 3 | 5100 | 1198 | .23* | 884 | .17 |
| WBR | 1 | 1700 | 128 | .08 | 83 | .05 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .62 .62

568 . Marine Wy. at Rockfield Bl.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 33 | .02 | 11 | .01 |
| NBT | 2 | 3400 | 1033 | .30* | 480 | .14* |
| NBR | 1 | 1700 | 42 | .02 | 41 | .02 |
| SBL | 1 | 1700 | 178 | .10* | 396 | .23* |
| SBT | 2 | 3400 | 263 | .08 | 889 | .26 |
| SBR | 1 | 1700 | 150 | .09 | 92 | .05 |
| EBL | 1 | 1700 | 65 | .04* | 149 | .09* |
| EBT | 1 | 1700 | 21 | .01 | 115 | .08 |
| EBR | 0 | 0 | 3 | | 28 | |
| WBL | 1 | 1700 | 25 | .01 | 56 | .03 |
| WBT | 1 | 1700 | 130 | .08* | 57 | .03* |
| WBR | 1 | 1700 | 468 | .28 | 294 | .17 |
| Right Turn Adjustment | | | WBR | .12* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .69 .54

569 . Bake Pkwy. at Marine Wy.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 770 | .23* | 356 | .10* |
| NBT | 4 | 6800 | 2854 | .42 | 2735 | .40 |
| NBR | 1 | 1700 | 98 | .06 | 86 | .05 |
| SBL | 1 | 1700 | 41 | .02 | 32 | .02 |
| SBT | 5 | 8500 | 2731 | .36* | 2721 | .33* |
| SBR | 0 | 0 | 322 | | 105 | |
| EBL | 2 | 3400 | 80 | .02* | 226 | .07* |
| EBT | 1 | 1700 | 21 | .01 | 63 | .04 |
| EBR | 2 | 3400 | 182 | .05 | 715 | .21 |
| WBL | 2 | 3400 | 36 | .01 | 124 | .04 |
| WBT | 2 | 3400 | 38 | .02* | 49 | .03* |
| WBR | 0 | 0 | 16 | | 39 | |
| Right Turn Adjustment | | | | | EBR | .07* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .68 .65

571 . Portola Springs at Portola Pkwy.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 368 | .11* | 337 | .10* |
| NBT | 1 | 1700 | 9 | .03 | 23 | .06 |
| NBR | 0 | 0 | 47 | | 80 | |
| SBL | 1 | 1700 | 39 | .02 | 25 | .01 |
| SBT | 1 | 1700 | 90 | .05* | 65 | .04* |
| SBR | d | 1700 | 312 | .18 | 102 | .06 |
| EBL | 1 | 1700 | 11 | .01* | 33 | .02 |
| EBT | 2 | 3400 | 496 | .15 | 915 | .27* |
| EBR | 1 | 1700 | 127 | .07 | 274 | .16 |
| WBL | 1 | 1700 | 23 | .01 | 31 | .02* |
| WBT | 2 | 3400 | 757 | .22* | 450 | .13 |
| WBR | d | 1700 | 0 | .00 | 3 | .00 |
| Right Turn Adjustment | | | SBR | .12* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .56 | | .48 | |

572 . Modjeska at Irvine Bl.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 56 | .03 | 74 | .04 |
| NBT | 1 | 1700 | 47 | .03* | 97 | .06* |
| NBR | 1 | 1700 | 138 | .08 | 131 | .08 |
| SBL | 2 | 3400 | 377 | .11* | 241 | .07* |
| SBT | 1 | 1700 | 83 | .05 | 80 | .05 |
| SBR | d | 1700 | 153 | .09 | 134 | .08 |
| EBL | 1 | 1700 | 72 | .04 | 127 | .07* |
| EBT | 3 | 5100 | 2155 | .42* | 1488 | .29 |
| EBR | 1 | 1700 | 54 | .03 | 62 | .04 |
| WBL | 1 | 1700 | 103 | .06* | 148 | .09 |
| WBT | 3 | 5100 | 1711 | .34 | 2432 | .48* |
| WBR | 1 | 1700 | 171 | .10 | 336 | .20 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .67 | | .73 | |

633 . Sterling at Rockfield

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|--------|----------------|--------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 1 | 1700 | 80 | .05* | 123 | .07* |
| NBR | 1 | 1700 | 158 | .09 | 416 | .24 |
| SBL | 0.5 | | 32 | {.02}* | 74 | {.04}* |
| SBT | 1.5 | 3400 | 88 | .04 | 96 | .05 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 2 | 3400 | 532 | .16* | 294 | .09* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 1 | 1700 | 100 | .06 | 67 | .04 |
| Right Turn Adjustment | | | | | NBR | .10* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .28 .35

637 . Sterling at Muirlands Bl.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 0 | .00 | 0 | .00 |
| NBT | 1 | 1700 | 0 | .00 | 0 | .00 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1 | 1700 | 5 | .00 | 15 | .01 |
| SBT | 1 | 1700 | 0 | .02* | 0 | .07* |
| SBR | 0 | 0 | 36 | | 127 | |
| EBL | 1 | 1700 | 132 | .08* | 50 | .03 |
| EBT | 2 | 3400 | 255 | .08 | 995 | .29* |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1 | 1700 | 0 | .00 | 0 | .00 |
| WBT | 2 | 3400 | 604 | .19* | 373 | .11 |
| WBR | 0 | 0 | 28 | | 10 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .34 .41

640 . Thomas at Muirlands Bl.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 30 | .02 | 48 | .03* |
| NBT | 1 | 1700 | 32 | .02* | 6 | .00 |
| NBR | d | 1700 | 8 | .00 | 28 | .02 |
| SBL | 1 | 1700 | 13 | .01* | 31 | .02 |
| SBT | 1 | 1700 | 5 | .00 | 19 | .01* |
| SBR | d | 1700 | 2 | .00 | 30 | .02 |
| EBL | 1 | 1700 | 11 | .01* | 2 | .00 |
| EBT | 2 | 3400 | 178 | .05 | 921 | .27* |
| EBR | d | 1700 | 42 | .02 | 70 | .04 |
| WBL | 1 | 1700 | 53 | .03 | 1 | .00 |
| WBT | 2 | 3400 | 588 | .17* | 252 | .07 |
| WBR | d | 1700 | 18 | .01 | 2 | .00 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .26 .36

627 . LY St. at Irvine Bl.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 44 | .03* | 69 | .04* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 1 | 1700 | 46 | .03 | 71 | .04 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 3 | 5100 | 2204 | .43* | 1559 | .31 |
| EBR | 1 | 1700 | 63 | .04 | 56 | .03 |
| WBL | 1 | 1700 | 57 | .03* | 94 | .06 |
| WBT | 3 | 5100 | 1856 | .36 | 2541 | .50* |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .54 .59

790 . Z St. at Irvine Bl.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|---|-------|----------|-----------------------|-----------------------|--|------|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 1 | 1700 | 50 .03 | 66 .04* | | |
| NBT | 1 | 1700 | 7 .00* | 23 .01 | | |
| NBR | 1 | 1700 | 72 .04 | 51 .03 | | |
| SBL | 1 | 1700 | 183 .11* | 57 .03 | | |
| SBT | 1 | 1700 | 32 .02 | 19 .01* | | |
| SBR | 1 | 1700 | 125 .07 | 74 .04 | | |
| EBL | 1 | 1700 | 36 .02 | 76 .04* | | |
| EBT | 3 | 5100 | 2605 .51* | 1742 .34 | | |
| EBR | 1 | 1700 | 63 .04 | 65 .04 | | |
| WBL | 1 | 1700 | 46 .03* | 86 .05 | | |
| WBT | 3 | 5100 | 1834 .36 | 2850 .56* | | |
| WBR | 1 | 1700 | 27 .02 | 101 .06 | | |
| Right Turn Adjustment Clearance Interval | | | NBR .02* .05* | | | .05* |

TOTAL CAPACITY UTILIZATION .72 .70

800 . LQ St. at Irvine Bl.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|---|-------|----------|-----------------------|-----------------------|--|------|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 1 | 1700 | 56 .03* | 151 .09* | | |
| NBT | 1 | 1700 | 16 .01 | 72 .04 | | |
| NBR | 1 | 1700 | 223 .13 | 378 .22 | | |
| SBL | 1 | 1700 | 127 .07 | 69 .04 | | |
| SBT | 1 | 1700 | 63 .06* | 26 .03* | | |
| SBR | 0 | 0 | 32 | 27 | | |
| EBL | 1 | 1700 | 23 .01 | 35 .02* | | |
| EBT | 3 | 5100 | 2650 .52* | 1903 .37 | | |
| EBR | 1 | 1700 | 135 .08 | 79 .05 | | |
| WBL | 2 | 3400 | 432 .13* | 295 .09 | | |
| WBT | 3 | 5100 | 1963 .38 | 2812 .55* | | |
| WBR | 1 | 1700 | 50 .03 | 163 .10 | | |
| Right Turn Adjustment Clearance Interval | | | NBR .01* .05* | | | .05* |

TOTAL CAPACITY UTILIZATION .80 .74

799 . "B" Street at Marine Wy.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|-----------------------|-----------------------|--|--|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 0 | 0 | 0 | 0 | | |
| NBT | 0 | 0 | 1 | 1 | | |
| NBR | 0 | 0 | 0 | 0 | | |
| SBL | 1 | 1700 | 177 .10* | 129 .08* | | |
| SBT | 0 | 0 | 0 | 0 | | |
| SBR | 1 | 1700 | 223 .13 | 202 .12 | | |
| EBL | 1 | 1700 | 108 .06* | 223 .13* | | |
| EBT | 2 | 3400 | 693 .20 | 691 .20 | | |
| EBR | 0 | 0 | 0 | 0 | | |
| WBL | 0 | 0 | 0 | 0 | | |
| WBT | 2 | 3400 | 927 .27* | 1008 .30* | | |
| WBR | 1 | 1700 | 112 .07 | 217 .13 | | |
| Clearance Interval | | | .05* | .05* | | |

TOTAL CAPACITY UTILIZATION .48 .56

820 . Fairbanks at Irvine Bl.

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|-----------------------|-----------------------|--|------|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 1 | 1700 | 2 .00 | 94 .06 | | |
| NBT | 1 | 1700 | 80 .07* | 49 .23* | | |
| NBR | 0 | 0 | 38 | 346 | | |
| SBL | 1 | 1700 | 53 .03* | 123 .07* | | |
| SBT | 1 | 1700 | 36 .04 | 75 .22 | | |
| SBR | 0 | 0 | 30 | 302 | | |
| EBL | 1 | 1700 | 269 .16* | 64 .04* | | |
| EBT | 3 | 5100 | 1509 .32 | 1551 .31 | | |
| EBR | 0 | 0 | 101 | 10 | | |
| WBL | 1 | 1700 | 223 .13 | 25 .01 | | |
| WBT | 3 | 5100 | 1907 .41* | 1944 .39* | | |
| WBR | 0 | 0 | 171 | 46 | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .72 .78

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|--------|------------|--------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0.5 | | 62 | {.04}* | 47 | |
| NBT | 1.5 | 3400 | 97 | .05 | 400 | .13* |
| NBR | 0 | | 1 | | 1 | |
| SBL | 0.5 | | 50 | | 61 | {.04}* |
| SBT | 1.5 | 3400 | 532 | .23* | 229 | .10 |
| SBR | 0 | | 205 | | 64 | |
| EBL | 0.5 | | 20 | {.01}* | 104 | |
| EBT | 0.5 | 1700 | 6 | .04 | 24 | .14* |
| EBR | 0 | | 43 | | 102 | |
| WBL | 0.5 | | 1 | | 2 | |
| WBT | 0.5 | 1700 | 25 | .06* | 16 | .06 |
| WBR | 0 | | 77 | | 76 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .39 | | .36 |

603 . "0" St & "LN" St

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 50 | .03* | 75 | .04 |
| NBT | 2 | 3400 | 132 | .05 | 464 | .18* |
| NBR | 0 | 0 | 34 | | 147 | |
| SBL | 1 | 1700 | 1 | .00 | 3 | .00 |
| SBT | 2 | 3400 | 611 | .19* | 317 | .10 |
| SBR | 0 | 0 | 29 | | 18 | |
| EBL | 1 | 1700 | 14 | .01 | 24 | .01 |
| EBT | 1 | 1700 | 17 | .06* | 26 | .05* |
| EBR | 0 | 0 | 77 | | 66 | |
| WBL | 1 | 1700 | 115 | .07* | 81 | .05* |
| WBT | 1 | 1700 | 32 | .02 | 19 | .01 |
| WBR | 0 | 0 | 3 | | 2 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .40 .33

605 . "0" St & "LQ" St

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|--------|----------------|--------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0.5 | | 129 | {.08}* | 86 | |
| NBT | 1.5 | 3400 | 214 | .16 | 671 | .28* |
| NBR | 0 | | 187 | | 188 | |
| SBL | 0.5 | | 23 | | 16 | {.01}* |
| SBT | 1.5 | 3400 | 822 | .26* | 469 | .15 |
| SBR | 0 | | 52 | | 19 | |
| EBL | 0.5 | | 6 | | 26 | |
| EBT | 0.5 | 1700 | 27 | .06 | 82 | .11* |
| EBR | 0 | | 63 | | 84 | |
| WBL | 0.5 | | 195 | | 160 | {.09}* |
| WBT | 0.5 | 1700 | 100 | .18* | 45 | .15 |
| WBR | 0 | | 9 | | 45 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .57 .54

608 . "0" St & "LV" St

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 12 | .01* | 24 | .01 |
| NBT | 2 | 3400 | 138 | .04 | 603 | .19* |
| NBR | 0 | 0 | 9 | | 59 | |
| SBL | 1 | 1700 | 0 | .00 | 3 | .00 |
| SBT | 2 | 3400 | 565 | .22* | 490 | .17 |
| SBR | 0 | 0 | 184 | | 73 | |
| EBL | 1 | 1700 | 16 | .01 | 114 | .07* |
| EBT | 1 | 1700 | 5 | .03* | 19 | .05 |
| EBR | 0 | 0 | 39 | | 63 | |
| WBL | 1 | 1700 | 68 | .04* | 52 | .03 |
| WBT | 1 | 1700 | 21 | .01 | 10 | .01* |
| WBR | 0 | 0 | 3 | | 4 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .35 .32

626 . "LY" St & "LQ" St

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|--------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0.5 | | 0 | | 1 | |
| NBT | 0.5 | 1700 | 29 | .03 | 139 | .11* |
| NBR | 0 | | 23 | | 41 | |
| SBL | 0.5 | | 0 | | 0 | |
| SBT | 0.5 | 1700 | 181 | .11* | 97 | .06 |
| SBR | 0 | | 3 | | 2 | |
| EBL | 0.5 | | 1 | | 4 | |
| EBT | 0.5 | 1700 | 274 | .16 | 341 | .20* |
| EBR | 0 | | 1 | | 1 | |
| WBL | 0.5 | | 13 | | 35 | {.02}* |
| WBT | 0.5 | 1700 | 374 | .23* | 274 | .18 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .39 .38

631 . "LY" ST & "LQ" St

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 3 | .00 | 9 | .01* |
| NBT | 1 | 1700 | 29 | .02 | 104 | .06 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 1 | 1700 | 39 | .02* | 103 | .06* |
| SBR | 1 | 1700 | 99 | .06 | 18 | .01 |
| EBL | 1 | 1700 | 27 | .02* | 53 | .03* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 7 | .00 | 9 | .01 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | SBR | .02* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .11 .15

782 . "A" St & "LQ" St

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0.5 | | 79 | | 6 | |
| SBT | 0 | 1700 | 0 | .08* | 0 | .03* |
| SBR | 0.5 | | 62 | | 47 | |
| EBL | 0.5 | | 4 | | 11 | |
| EBT | 0.5 | 1700 | 304 | .18 | 339 | .21* |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 1 | 1700 | 281 | .18* | 249 | .19 |
| WBR | 0 | 0 | 21 | | 78 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .31 .29

787 . "Z" St & "LQ" St

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0.5 | | 4 | | 0 | |
| SBT | 0 | 1700 | 0 | .01* | 0 | |
| SBR | 0.5 | | 21 | | 1 | |
| EBL | 1 | 1700 | 10 | .01 | 51 | .03* |
| EBT | 1 | 1700 | 406 | .24* | 269 | .16 |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 1 | 1700 | 238 | .14 | 335 | .20* |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .30 .28

798 . "B" St & "LQ" St

| ITAM 8.4-10 2030 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 7 | .00 | 39 | .02 |
| NBT | 1 | 1700 | 44 | .03 | 261 | .16* |
| NBR | 0 | 0 | 1 | | 7 | |
| SBL | 1 | 1700 | 0 | .00 | 0 | .00 |
| SBT | 1 | 1700 | 330 | .19* | 110 | .06 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 1 | 1700 | 0 | .00 | 0 | .00 |
| EBT | 1 | 1700 | 359 | .24* | 251 | .16 |
| EBR | 0 | 0 | 51 | | 18 | |
| WBL | 1 | 1700 | 7 | .00 | 2 | .00 |
| WBT | 1 | 1700 | 231 | .14 | 296 | .17* |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .48 .38

FORECAST INTERSECTION VOLUMES

ITAM SHEETS

**HERITAGE FIELDS PROJECT 2012 – GPA/ZC TRAFFIC STUDY
YEAR 2030 – WITH 2012 MODIFIED PROJECT OPTION 1**

268 . W. Yale Loop at Alton Pkwy.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 168 | .10* | 136 | .08* |
| NBT | 2 | 3400 | 176 | .05 | 216 | .06 |
| NBR | d | 1700 | 157 | .09 | 259 | .15 |
| SBL | 1 | 1700 | 141 | .08 | 62 | .04 |
| SBT | 2 | 3400 | 305 | .09* | 110 | .03* |
| SBR | d | 1700 | 144 | .08 | 119 | .07 |
| EBL | 1 | 1700 | 109 | .06* | 117 | .07 |
| EBT | 2 | 3400 | 872 | .26 | 1229 | .36* |
| EBR | d | 1700 | 157 | .09 | 178 | .10 |
| WBL | 1 | 1700 | 88 | .05 | 213 | .13* |
| WBT | 2 | 3400 | 1249 | .37* | 1064 | .31 |
| WBR | d | 1700 | 126 | .07 | 128 | .08 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .67 | | .65 |

271 . E. Yale Lp. at Alton Pkwy.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 233 | .14* | 105 | .06 |
| NBT | 2 | 3400 | 215 | .06 | 163 | .05* |
| NBR | d | 1700 | 541 | .32 | 259 | .15 |
| SBL | 2 | 3400 | 213 | .06 | 187 | .06* |
| SBT | 2 | 3400 | 99 | .03* | 131 | .04 |
| SBR | d | 1700 | 148 | .09 | 88 | .05 |
| EBL | 1 | 1700 | 166 | .10* | 261 | .15 |
| EBT | 2 | 3400 | 789 | .28 | 1224 | .40* |
| EBR | 0 | 0 | 164 | | 147 | |
| WBL | 2 | 3400 | 193 | .06 | 472 | .14* |
| WBT | 2 | 3400 | 1182 | .35* | 1057 | .31 |
| WBR | d | 1700 | 146 | .09 | 147 | .09 |
| Right Turn Adjustment | | | NBR | .08* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .75 | | .70 |

282 . Jeffrey Rd. at Portola Pkwy.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 938 | .28* | 690 | .20* |
| NBT | 1 | 1700 | 23 | .01 | 28 | .02 |
| NBR | f | | 32 | | 67 | |
| SBL | 1 | 1700 | 24 | .01 | 118 | .07 |
| SBT | 1 | 1700 | 19 | .01* | 62 | .04* |
| SBR | 1 | 1700 | 8 | .00 | 39 | .02 |
| EBL | 1 | 1700 | 28 | .02 | 124 | .07 |
| EBT | 3 | 5100 | 1215 | .24* | 1135 | .22* |
| EBR | 1 | 1700 | 503 | .30 | 411 | .24 |
| WBL | 2 | 3400 | 148 | .04* | 287 | .08* |
| WBT | 3 | 5100 | 1105 | .22 | 811 | .16 |
| WBR | d | 1700 | 20 | .01 | 28 | .02 |
| Clearance Interval | | | | .05* | | .05* |
| Note: Assumes Right-Turn Overlap for EBR | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | .62 | | .59 |

283 . Jeffrey Rd. at Irvine Bl.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 131 | .04* | 401 | .12 |
| NBT | 3 | 5100 | 532 | .10 | 746 | .15* |
| NBR | f | | 287 | | 403 | |
| SBL | 2 | 3400 | 275 | .08 | 223 | .07* |
| SBT | 3 | 5100 | 976 | .19* | 401 | .08 |
| SBR | 1 | 1700 | 91 | .05 | 147 | .09 |
| EBL | 2 | 3400 | 122 | .04* | 93 | .03* |
| EBT | 3 | 5100 | 1501 | .29 | 1445 | .28 |
| EBR | d | 1700 | 303 | .18 | 256 | .15 |
| WBL | 2 | 3400 | 343 | .10 | 282 | .08 |
| WBT | 3 | 5100 | 1901 | .37* | 1932 | .38* |
| WBR | d | 1700 | 257 | .15 | 351 | .21 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .69 | | .68 |

284 . Jeffrey Rd. at Bryan Av.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|-------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 168 | .05* | 361 | .11 |
| NBT | 3 | 5100 | 592 | .14 | 1190 | .31* |
| NBR | 0 | 0 | 141 | | 396 | |
| SBL | 2 | 3400 | 67 | .02 | 67 | .02* |
| SBT | 3 | 5100 | 1210 | .24* | 647 | .13 |
| SBR | 1 | 1700 | 372 | .22 | 236 | .14 |
| EBL | 1 | 1700 | 280 | .16* | 239 | .14* |
| EBT | 0.5 | 3400 | 163 | {.10} | 247 | .15 |
| EBR | 1.5 | | 228 | | 236 | |
| WBL | 2 | 3400 | 461 | .14 | 207 | .06 |
| WBT | 1 | 1700 | 350 | .21* | 223 | .13* |
| WBR | d | 1700 | 108 | .06 | 91 | .05 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .71 .65

285 . Jeffrey Rd. at Trabuco Rd.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 118 | .03* | 224 | .07 |
| NBT | 3 | 5100 | 629 | .12 | 1799 | .35* |
| NBR | d | 1700 | 238 | .14 | 473 | .28 |
| SBL | 2 | 3400 | 235 | .07 | 93 | .03* |
| SBT | 4 | 6800 | 1459 | .21* | 878 | .13 |
| SBR | 1 | 1700 | 332 | .20 | 142 | .08 |
| EBL | 2 | 3400 | 234 | .07 | 362 | .11* |
| EBT | 2 | 3400 | 558 | .16* | 666 | .20 |
| EBR | 1 | 1700 | 141 | .08 | 154 | .09 |
| WBL | 2 | 3400 | 604 | .18* | 239 | .07 |
| WBT | 2 | 3400 | 854 | .25 | 645 | .19* |
| WBR | 1 | 1700 | 78 | .05 | 253 | .15 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .63 .73

286 . Jeffrey Rd. at Roosevelt

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|--------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 111 | .03* | 368 | .11 |
| NBT | 3 | 5100 | 798 | .16 | 2282 | .45* |
| NBR | 1 | 1700 | 335 | .20 | 563 | .33 |
| SBL | 2 | 3400 | 102 | .03 | 160 | .05* |
| SBT | 3 | 5100 | 2187 | .43* | 1165 | .23 |
| SBR | d | 1700 | 10 | .01 | 16 | .01 |
| EBL | 1 | 1700 | 10 | .01 | 14 | .01 |
| EBT | 0.5 | 3400 | 183 | {.15}* | 287 | .17* |
| EBR | 1.5 | | 350 | | 184 | |
| WBL | 2 | 3400 | 773 | .23* | 452 | .13* |
| WBT | 1 | 1700 | 289 | .17 | 236 | .14 |
| WBR | d | 1700 | 183 | .11 | 124 | .07 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .89 .85

287 . Jeffrey Rd. at I-5 NB Ramps

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|-------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 764 | .15 | 2410 | .47* |
| NBR | f | | 250 | | 270 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 2599 | .51* | 1575 | .31 |
| SBR | f | | 760 | | 230 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1.5 | | 461 | .14* | 595 | |
| WBT | 0 | 5100 | 0 | | 0 | .28* |
| WBR | 1.5 | | 446 | {.00} | 830 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .70 .80

293 . Jeffrey Rd. at I-405 NB Ramps

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 1674 | .33 | 2269 | .44* |
| NBR | f | | 351 | | 110 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 2084 | .41* | 1561 | .31 |
| SBR | f | | 1352 | | 640 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 2 | 3400 | 1000 | .29* | 1329 | .39* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 1 | 1700 | 248 | .15 | 531 | .31 |
| Clearance Interval | | | | .05* | .05* | |

TOTAL CAPACITY UTILIZATION .75 .88

294 . University Dr. at I-405 SB Ramps

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 1455 | .29 | 1830 | .36 |
| NBR | f | | 1020 | | 1190 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 2251 | .44* | 2297 | .45* |
| SBR | f | | 360 | | 280 | |
| EBL | 2 | 3400 | 515 | .15* | 670 | .20* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 129 | .08 | 143 | .08 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | .05* | |

TOTAL CAPACITY UTILIZATION .64 .70

300 . Sand Canyon. Av. at Portola Pkwy.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 256 | .08* | 746 | .22* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 2 | 3400 | 205 | .06 | 317 | .09 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 2 | 3400 | 518 | .15 | 753 | .22* |
| EBR | f | | 792 | | 261 | |
| WBL | 2 | 3400 | 332 | .10 | 229 | .07* |
| WBT | 2 | 3400 | 978 | .29* | 674 | .20 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | .05* | |

TOTAL CAPACITY UTILIZATION .42 .56

301 . Sand Canyon. Av. at Irvine Bl.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 114 | .03* | 491 | .14* |
| NBT | 3 | 5100 | 425 | .08 | 802 | .16 |
| NBR | 2 | 3400 | 279 | .08 | 487 | .14 |
| SBL | 2 | 3400 | 411 | .12 | 104 | .03 |
| SBT | 2 | 3400 | 936 | .28* | 449 | .13* |
| SBR | 1 | 1700 | 113 | .07 | 187 | .11 |
| EBL | 2 | 3400 | 191 | .06* | 182 | .05* |
| EBT | 4 | 6800 | 1460 | .21 | 1209 | .18 |
| EBR | 1 | 1700 | 351 | .21 | 177 | .10 |
| WBL | 2 | 3400 | 553 | .16 | 444 | .13 |
| WBT | 3 | 5100 | 1593 | .31* | 1842 | .36* |
| WBR | 1 | 1700 | 124 | .07 | 476 | .28 |
| Clearance Interval | | | | .05* | .05* | |

TOTAL CAPACITY UTILIZATION .73 .73

302 . Sand Canyon. Av. at Trabuco Pkwy.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 210 | .06* | 663 | .20 |
| NBT | 3 | 5100 | 383 | .08 | 1961 | .38* |
| NBR | f | | 208 | | 440 | |
| SBL | 2 | 3400 | 340 | .10 | 361 | .11* |
| SBT | 3 | 5100 | 2237 | .44* | 706 | .14 |
| SBR | 1 | 1700 | 109 | .06 | 155 | .09 |
| EBL | 2 | 3400 | 142 | .04* | 198 | .06 |
| EBT | 3 | 5100 | 361 | .07 | 589 | .12* |
| EBR | f | | 625 | | 234 | |
| WBL | 2 | 3400 | 448 | .13 | 390 | .11* |
| WBT | 3 | 5100 | 900 | .18* | 482 | .09 |
| WBR | d | 1700 | 295 | .17 | 420 | .25 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .77 | | .77 | |

303 . Sand Canyon. Av. at I-5 NB Ramps

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|-------|----------------|--------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 265 | .08* | 642 | .19 |
| NBT | 4 | 6800 | 943 | .14 | 2624 | .39* |
| NBR | d | 1700 | 667 | .39 | 1075 | .63 |
| SBL | 2 | 3400 | 322 | .09 | 238 | .07* |
| SBT | 4 | 6800 | 3049 | .45* | 1305 | .19 |
| SBR | 1 | 1700 | 373 | .22 | 227 | .13 |
| EBL | 1.5 | | 125 | .07 | 332 | {.14}* |
| EBT | 0.5 | 3400 | 241 | .14* | 148 | .14 |
| EBR | 2 | 3400 | 314 | .09 | 219 | .06 |
| WBL | 2 | 3400 | 618 | .18* | 589 | .17 |
| WBT | 1.5 | 5100 | 321 | {.09} | 614 | {.18}* |
| WBR | 1.5 | | 411 | | 417 | |
| Right Turn Adjustment | | | | | NBR | .11* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .90 | | .94 | |

305 . Sand Canyon. Av. at I-5 SB Ramps

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|-------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 4 | 6800 | 1231 | .18 | 3635 | .53* |
| NBR | 1 | 1700 | 89 | .05 | 239 | .14 |
| SBL | 2 | 3400 | 579 | .17 | 481 | .14* |
| SBT | 4 | 6800 | 3297 | .48* | 1614 | .24 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 2.5 | | 649 | .19* | 605 | .12* |
| EBT | 0 | 6800 | 2 | | 0 | |
| EBR | 1.5 | | 1063 | .31 | 316 | {.00} |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | EBR | .12* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .84 | | .84 | |

306 . Sand Canyon. Av. at Oak Cyn./Laguna Cyn. Rd.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|-------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 116 | .07 | 204 | .12 |
| NBT | 3 | 5100 | 764 | .15* | 1580 | .31* |
| NBR | 1 | 1700 | 178 | .10 | 133 | .08 |
| SBL | 2 | 3400 | 1586 | .47* | 589 | .17* |
| SBT | 3 | 5100 | 1803 | .35 | 1028 | .20 |
| SBR | d | 1700 | 368 | .22 | 199 | .12 |
| EBL | 2 | 3400 | 100 | .03 | 324 | .10 |
| EBT | 1 | 1700 | 146 | .09* | 259 | .15* |
| EBR | d | 1700 | 104 | .06 | 87 | .05 |
| WBL | 2 | 3400 | 73 | .02* | 187 | .06* |
| WBT | 1.5 | 5100 | 225 | {.07} | 87 | .05 |
| WBR | 1.5 | | 336 | | 1482 | .44 |
| Right Turn Adjustment | | | | | WBR | .20* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .78 | | .94 | |

316 . SR-133 SB Ramps at Irvine Bl.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|---|-------|----------|-----------------------|-----------------------|------|--------------|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 0 | 0 | 0 | 0 | | |
| NBT | 0 | 0 | 0 | 0 | | |
| NBR | 0 | 0 | 0 | 0 | | |
| SBL | 1 | 1700 | 204 | .12* | 100 | .06* |
| SBT | 0 | 0 | 0 | 0 | | |
| SBR | 2 | 3400 | 236 | .07 | 229 | .07 |
| EBL | 0 | 0 | 0 | 0 | | |
| EBT | 4 | 6800 | 1964 | .29 | 1700 | .25 |
| EBR | d | 1700 | 177 | .10 | 118 | .07 |
| WBL | 1 | 1700 | 118 | .07 | 152 | .09 |
| WBT | 3 | 5100 | 1921 | .38* | 2511 | .49* |
| WBR | 0 | 0 | 0 | 0 | | |
| Right Turn Adjustment Clearance Interval | | | | | SBR | .01* .05* |

TOTAL CAPACITY UTILIZATION .55 .61

318 . Banting at Barranca Pkwy.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-----------------------|-----------------------|-----|------|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 2 | 3400 | 19 | .01* | 29 | .01 |
| NBT | 1 | 1700 | 7 | .00 | 169 | .10* |
| NBR | 1 | 1700 | 14 | .01 | 142 | .08 |
| SBL | 2 | 3400 | 854 | .25 | 145 | .04* |
| SBT | 2 | 3400 | 649 | .37* | 161 | .09 |
| SBR | 0 | 0 | 622 | | 253 | .15 |
| EBL | 1 | 1700 | 43 | .03* | 251 | .15* |
| EBT | 2 | 3400 | 612 | .18 | 926 | .27 |
| EBR | d | 1700 | 46 | .03 | 43 | .03 |
| WBL | 1 | 1700 | 35 | .02 | 16 | .01 |
| WBT | 2 | 3400 | 768 | .23* | 641 | .19* |
| WBR | f | | 100 | | 774 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .69 .53

317 . SR-133 NB Ramps at Irvine Bl.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|---|-------|----------|-----------------------|-----------------------|------|--------------|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 1 | 1700 | 52 | .03* | 171 | .10* |
| NBT | 0 | 0 | 0 | 0 | | |
| NBR | 1 | 1700 | 88 | .05 | 320 | .19 |
| SBL | 0 | 0 | 0 | 0 | | |
| SBT | 0 | 0 | 0 | 0 | | |
| SBR | 0 | 0 | 0 | 0 | | |
| EBL | 0 | 0 | 0 | 0 | | |
| EBT | 2 | 3400 | 2012 | .59* | 1750 | .51 |
| EBR | f | | 130 | | 200 | |
| WBL | 0 | 0 | 0 | 0 | | |
| WBT | 3 | 5100 | 2008 | .44 | 2539 | .55* |
| WBR | 0 | 0 | 260 | | 260 | |
| Right Turn Adjustment Clearance Interval | | | | | NBR | .02* .05* |
| | | | | | NBR | .06* .05* |

TOTAL CAPACITY UTILIZATION .69 .76

319 . Banting at Alton Pkwy.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|---|-------|----------|-----------------------|-----------------------|------|--------------|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 1 | 1700 | 4 | .00 | 50 | .03 |
| NBT | 1 | 1700 | 3 | .00 | 96 | .06* |
| NBR | 1 | 1700 | 14 | .01 | 154 | .09 |
| SBL | 2 | 3400 | 111 | .03 | 152 | .04* |
| SBT | 1 | 1700 | 131 | .08* | 15 | .01 |
| SBR | 1 | 1700 | 326 | .19 | 73 | .04 |
| EBL | 2 | 3400 | 11 | .00 | 35 | .01 |
| EBT | 2 | 3400 | 795 | .23 | 1244 | .37* |
| EBR | d | 1700 | 36 | .02 | 8 | .00 |
| WBL | 1 | 1700 | 113 | .07 | 7 | .00 |
| WBT | 2 | 3400 | 1161 | .34* | 1026 | .30 |
| WBR | d | 1700 | 146 | .09 | 48 | .03 |
| Right Turn Adjustment Clearance Interval | | | | | SBR | .11* .05* |
| | | | | | NBR | .03* .05* |

TOTAL CAPACITY UTILIZATION .58 .55

330 . Barranca Pkwy. at Pacifica

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 239 | .14* | 26 | .02* |
| NBT | 2 | 3400 | 938 | .28 | 642 | .19 |
| NBR | 1 | 1700 | 270 | .16 | 492 | .29 |
| SBL | 1 | 1700 | 14 | .01 | 178 | .10 |
| SBT | 2 | 3400 | 558 | .16* | 1300 | .38* |
| SBR | d | 1700 | 131 | .08 | 22 | .01 |
| EBL | 2 | 3400 | 16 | .00 | 128 | .04 |
| EBT | 2 | 3400 | 17 | .01 | 110 | .06* |
| EBR | 0 | 0 | 46 | .03 | 391 | .23 |
| WBL | 2 | 3400 | 309 | .09 | 328 | .10* |
| WBT | 1 | 1700 | 272 | .16* | 42 | .02 |
| WBR | 1 | 1700 | 449 | .26 | 100 | .06 |
| Right Turn Adjustment | | | WBR | .08* | EBR | .15* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .59 .76

335 . Alton Pkwy. at Portola Pkwy.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 48 | .03* | 164 | .10* |
| NBT | 2 | 3400 | 97 | .08 | 253 | .07 |
| NBR | f | | 361 | | 517 | |
| SBL | 1 | 1700 | 172 | .07 | 56 | .03 |
| SBT | 2 | 3400 | 254 | .07* | 111 | .03* |
| SBR | d | 1700 | 15 | .01 | 17 | .01 |
| EBL | 2 | 3400 | 11 | .00 | 17 | .01 |
| EBT | 2 | 3400 | 347 | .10* | 317 | .09* |
| EBR | f | | 85 | | 68 | |
| WBL | 2 | 3400 | 461 | .14* | 331 | .10* |
| WBT | 3 | 5100 | 247 | .05 | 479 | .09 |
| WBR | f | | 52 | | 79 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .39 .37

336 . Alton Pkwy. at SR-241 Ramps

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 205 | .12* | 112 | .07 |
| NBT | 3 | 5100 | 500 | .18 | 903 | .18* |
| NBR | f | | 143 | | 383 | |
| SBL | 1 | 1700 | 97 | .06 | 318 | .19* |
| SBT | 3 | 5100 | 902 | .18* | 572 | .11 |
| SBR | f | | 325 | | 192 | |
| EBL | 2 | 3400 | 104 | .03 | 182 | .05* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | f | | 172 | | 178 | |
| WBL | 2 | 3400 | 377 | .11* | 119 | .04 |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | f | | 376 | | 171 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .46 .47

338 . Alton Pkwy. at Irvine Bl.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 250 | .07* | 651 | .19 |
| NBT | 3 | 5100 | 521 | .10 | 1250 | .25* |
| NBR | f | | 98 | | 191 | |
| SBL | 2 | 3400 | 323 | .10 | 273 | .08* |
| SBT | 3 | 5100 | 1474 | .29* | 660 | .13 |
| SBR | f | | 794 | | 930 | |
| EBL | 2.5 | | 822 | .24 | 795 | |
| EBT | 2.5 | 8500 | 1399 | .27* | 1066 | .22* |
| EBR | 1 | 1700 | 728 | .43 | 301 | .18 |
| WBL | 2 | 3400 | 269 | .08 | 139 | .04 |
| WBT | 3 | 5100 | 1326 | .26* | 1769 | .35* |
| WBR | 1 | 1700 | 316 | .19 | 385 | .23 |
| Right Turn Adjustment | | | EBR | .09* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION 1.03 .95

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

339 . Alton Pkwy. at Toledo Wy.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 118 | .07* | 98 | .06 |
| NBT | 3 | 5100 | 1068 | .21 | 1955 | .38* |
| NBR | f | | 104 | | 320 | |
| SBL | 1 | 1700 | 86 | .05 | 49 | .03* |
| SBT | 3 | 5100 | 2004 | .40* | 955 | .20 |
| SBR | 0 | 0 | 39 | | 45 | |
| EBL | 1 | 1700 | 14 | .01 | 31 | .02 |
| EBT | 1 | 1700 | 80 | .11* | 61 | .12* |
| EBR | 0 | 0 | 115 | | 136 | |
| WBL | 1 | 1700 | 287 | .17* | 128 | .08* |
| WBT | 1 | 1700 | 83 | .05 | 67 | .04 |
| WBR | 1 | 1700 | 191 | .11 | 114 | .07 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .80 .66

340 . Alton Pkwy. at Jeronimo Rd.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 151 | .09* | 19 | .01 |
| NBT | 3 | 5100 | 1090 | .21 | 1945 | .38* |
| NBR | f | | 222 | | 347 | |
| SBL | 2 | 3400 | 107 | .03 | 71 | .02* |
| SBT | 3 | 5100 | 2119 | .43* | 1488 | .29 |
| SBR | 0 | 0 | 68 | | 7 | |
| EBL | 1 | 1700 | 11 | .01 | 40 | .02 |
| EBT | 1 | 1700 | 11 | .01* | 22 | .01* |
| EBR | f | | 28 | | 128 | |
| WBL | 2 | 3400 | 433 | .13* | 304 | .09* |
| WBT | 1 | 1700 | 40 | .02 | 13 | .01 |
| WBR | 1 | 1700 | 99 | .06 | 124 | .07 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .71 .55

341 . Alton Pkwy. at Barranca Pkwy./Muirlands Bl.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 5 | .00 | 22 | .01 |
| NBT | 3 | 5100 | 944 | .19 | 1126 | .22* |
| NBR | f | | 135 | | 387 | |
| SBL | 2 | 3400 | 102 | .03 | 127 | .04* |
| SBT | 3 | 5100 | 1332 | .26* | 1032 | .20 |
| SBR | f | | 1033 | | 649 | |
| EBL | 2 | 3400 | 500 | .15* | 1024 | .30* |
| EBT | 2 | 3400 | 176 | .05 | 486 | .14 |
| EBR | d | 1700 | 11 | .01 | 6 | .00 |
| WBL | 2 | 3400 | 220 | .06 | 151 | .04 |
| WBT | 2 | 3400 | 373 | .14* | 328 | .13* |
| WBR | 0 | 0 | 89 | | 120 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .60 .74

343 . Alton Pkwy. at Ada

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 395 | .12* | 145 | .04* |
| NBT | 3 | 5100 | 1573 | .31 | 1407 | .28 |
| NBR | d | 1700 | 3 | .00 | 13 | .01 |
| SBL | 1 | 1700 | 5 | .00 | 20 | .01 |
| SBT | 3 | 5100 | 1698 | .33* | 1778 | .35* |
| SBR | d | 1700 | 65 | .04 | 21 | .01 |
| EBL | 1 | 1700 | 17 | .01* | 27 | .02* |
| EBT | 1 | 1700 | 2 | .00 | 9 | .01 |
| EBR | 1 | 1700 | 92 | .05 | 542 | .32 |
| WBL | 1 | 1700 | 15 | .01 | 5 | .00 |
| WBT | 1 | 1700 | 5 | .01* | 1 | .00* |
| WBR | 0 | 0 | 7 | | 4 | |
| Right Turn Adjustment | | | | | EBR | .27* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .52 .73

364 . Bake Pkwy. at Jeronimo Rd.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 469 | .14 | 57 | .02 |
| NBT | 3 | 5100 | 2497 | .49* | 2457 | .48* |
| NBR | d | 1700 | 112 | .07 | 534 | .31 |
| SBL | 1 | 1700 | 74 | .04* | 39 | .02* |
| SBT | 4 | 6800 | 2351 | .36 | 2489 | .37 |
| SBR | 0 | 0 | 113 | | 25 | |
| EBL | 2 | 3400 | 9 | .00 | 67 | .02 |
| EBT | 2 | 3400 | 24 | .01* | 220 | .06* |
| EBR | 1 | 1700 | 47 | .03 | 183 | .11 |
| WBL | 1 | 1700 | 446 | .26* | 137 | .08* |
| WBT | 3 | 5100 | 560 | .12 | 128 | .04 |
| WBR | 0 | 0 | 68 | | 104 | .06 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .85 .69

365 . Bake Pkwy. at Muirlands Bl.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 137 | .04 | 31 | .01 |
| NBT | 4 | 6800 | 3059 | .45* | 2793 | .41* |
| NBR | f | | 157 | | 357 | |
| SBL | 2 | 3400 | 112 | .03* | 286 | .08* |
| SBT | 4 | 6800 | 2867 | .42 | 2099 | .31 |
| SBR | f | | 158 | | 62 | |
| EBL | 2 | 3400 | 25 | .01 | 224 | .07 |
| EBT | 2 | 3400 | 164 | .05* | 1008 | .30* |
| EBR | f | | 21 | | 22 | |
| WBL | 2 | 3400 | 493 | .15* | 192 | .06* |
| WBT | 2 | 3400 | 620 | .18 | 247 | .07 |
| WBR | f | | 136 | | 167 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .73 .90

366 . Bake Pkwy. at Rockfield Bl.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 323 | .10* | 76 | .02 |
| NBT | 4 | 6800 | 3127 | .46 | 3129 | .46* |
| NBR | f | | 584 | | 383 | |
| SBL | 2 | 3400 | 237 | .07 | 441 | .13* |
| SBT | 4 | 6800 | 3095 | .46* | 1899 | .28 |
| SBR | 1 | 1700 | 17 | .01 | 21 | .01 |
| EBL | 1 | 1700 | 3 | .00 | 19 | .01 |
| EBT | 2 | 3400 | 41 | .01* | 186 | .05* |
| EBR | f | | 27 | | 416 | |
| WBL | 2 | 3400 | 514 | .15* | 1095 | .32* |
| WBT | 2 | 3400 | 131 | .04 | 93 | .03 |
| WBR | f | | 124 | | 142 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .77 1.01

367 . Bake Pkwy. at I-5 NB Ramps

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 4 | 6800 | 3604 | .53* | 3245 | .48* |
| NBR | f | | 320 | | 1000 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 1194 | .23 | 1856 | .36 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1 | 1700 | 156 | .09* | 134 | .08* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 3 | 5100 | 1166 | .23 | 445 | .09 |
| Right Turn Adjustment | | | WBR | .14* | WBR | .01* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .81 .62

368 . Bake Pkwy. at I-5 SB Ramps

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 1364 | .27* | 2167 | .42* |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 1003 | .20 | 1265 | .25 |
| SBR | f | | 391 | | 827 | |
| EBL | 3 | 5100 | 2510 | .49* | 2204 | .43* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 482 | .28 | 236 | .14 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .81 | | .90 |

371 . Bake Pkwy. at Research Dr.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 80 | .05 | 29 | .02 |
| NBT | 3 | 5100 | 1067 | .21* | 927 | .18* |
| NBR | d | 1700 | 52 | .03 | 7 | .00 |
| SBL | 2 | 3400 | 433 | .13* | 224 | .07* |
| SBT | 3 | 5100 | 708 | .14 | 1084 | .21 |
| SBR | 1 | 1700 | 571 | .34 | 207 | .12 |
| EBL | 2 | 3400 | 100 | .03* | 480 | .14* |
| EBT | 2 | 3400 | 136 | .04 | 168 | .05 |
| EBR | d | 1700 | 13 | .01 | 16 | .01 |
| WBL | 1 | 1700 | 31 | .02 | 10 | .01 |
| WBT | 1 | 1700 | 151 | .09* | 273 | .16* |
| WBR | 1 | 1700 | 177 | .10 | 764 | .45 |
| Right Turn Adjustment | | | SBR | .03* | WBR | .24* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .54 | | .84 |

372 . Bake Pkwy. at ICD

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 114 | .03 | 188 | .06 |
| NBT | 3 | 5100 | 512 | .10* | 264 | .05* |
| NBR | d | 1700 | 87 | .05 | 21 | .01 |
| SBL | 2 | 3400 | 354 | .10* | 573 | .17* |
| SBT | 3 | 5100 | 133 | .03 | 447 | .09 |
| SBR | 1 | 1700 | 270 | .16 | 146 | .09 |
| EBL | 2 | 3400 | 221 | .07* | 255 | .08 |
| EBT | 3 | 5100 | 928 | .18 | 1415 | .28* |
| EBR | f | | 100 | | 163 | |
| WBL | 2 | 3400 | 6 | .00 | 29 | .01* |
| WBT | 4 | 6800 | 881 | .13* | 860 | .13 |
| WBR | d | 1700 | 553 | .33 | 470 | .28 |
| Right Turn Adjustment | | | WBR | .12* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .57 | | .56 |

373 . Lake Forest Dr. at SR-241 NB Ramps

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 209 | .06 | 381 | .11* |
| NBT | 2 | 3400 | 1190 | .35* | 1270 | .37 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 2 | 3400 | 890 | .26 | 930 | .27* |
| SBR | 1 | 1700 | 111 | .07 | 419 | .25 |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .40 | | .43 |

444 . Sand Canyon Av. at Burt Rd.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 14 | .01* | 9 | .01 |
| NBT | 3 | 5100 | 1165 | .24 | 3323 | .67* |
| NBR | 0 | 0 | 76 | | 90 | |
| SBL | 1 | 1700 | 93 | .05 | 107 | .06* |
| SBT | 3 | 5100 | 3750 | .74* | 1730 | .34 |
| SBR | 1 | 1700 | 71 | .04 | 10 | .01 |
| EBL | 1 | 1700 | 16 | .01 | 43 | .03* |
| EBT | 1 | 1700 | 1 | .00* | 3 | .00 |
| EBR | d | 1700 | 13 | .01 | 24 | .01 |
| WBL | 1 | 1700 | 67 | .04* | 49 | .03 |
| WBT | 1 | 1700 | 4 | .00 | 1 | .00* |
| WBR | 1 | 1700 | 80 | .05 | 100 | .06 |
| Right Turn Adjustment | | | | | WBR | .01* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .84 .82

452 . Jamboree Rd. at Santiago Canyon Rd.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 912 | .27* | 1715 | .50* |
| NBT | 1 | 1700 | 38 | .02 | 21 | .01 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 2 | 3400 | 12 | .00* | 28 | .01* |
| SBR | d | 1700 | 8 | .00 | 22 | .01 |
| EBL | 1 | 1700 | 12 | .01* | 19 | .01* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 2 | 3400 | 1618 | .48 | 795 | .23 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | | | EBR | .27* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .60 .57

463 . Jamboree Rd. at Chapman Ave.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 77 | .02 | 152 | .04 |
| NBT | 2 | 3400 | 274 | .08* | 735 | .22* |
| NBR | 2 | 3400 | 260 | .08 | 473 | .14 |
| SBL | 2 | 3400 | 777 | .23* | 476 | .14* |
| SBT | 3 | 5100 | 633 | .12 | 200 | .04 |
| SBR | 1 | 1700 | 225 | .13 | 151 | .09 |
| EBL | 2 | 3400 | 124 | .04 | 204 | .06* |
| EBT | 3 | 5100 | 1083 | .21* | 1170 | .23 |
| EBR | 1 | 1700 | 100 | .06 | 50 | .03 |
| WBL | 2 | 3400 | 427 | .13* | 210 | .06 |
| WBT | 3 | 5100 | 1407 | .28 | 1338 | .26* |
| WBR | 2 | 3400 | 552 | .16 | 741 | .22 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .70 .73

464 . SR-241/SR-261 SB Ramps at Chapman Ave.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1 | 1700 | 159 | .09* | 184 | .11* |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 2 | 3400 | 318 | .09 | 256 | .08 |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 3 | 5100 | 1911 | .37* | 1826 | .36 |
| EBR | 1 | 1700 | 661 | .39 | 171 | .10 |
| WBL | 2 | 3400 | 329 | .10* | 129 | .04 |
| WBT | 3 | 5100 | 1812 | .36 | 2244 | .44* |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .61 .60

486 . SR-133 SB Ramps at Trabuco Rd.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1 | 1700 | 230 | .14* | 175 | .10* |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 2 | 3400 | 372 | .11 | 205 | .06 |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 2 | 3400 | 720 | .21 | 1115 | .33* |
| EBR | 1 | 1700 | 371 | .22 | 343 | .20 |
| WBL | 2 | 3400 | 409 | .12 | 327 | .10* |
| WBT | 2 | 3400 | 1288 | .38* | 1245 | .37 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .57 .58

487 . SR-133 NB Ramps at Trabuco Rd.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 267 | .08* | 411 | .12* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 2 | 3400 | 530 | .16 | 530 | .16 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 2 | 3400 | 925 | .27 | 1090 | .32* |
| EBR | f | | 42 | | 202 | |
| WBL | 1 | 1700 | 128 | .08 | 278 | .16* |
| WBT | 2 | 3400 | 1428 | .42* | 1159 | .34 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .55 .65

514 . Alton Pkwy. at Rancho Pkwy.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 276 | .08* | 357 | .11 |
| NBT | 3 | 5100 | 879 | .17 | 1841 | .36* |
| NBR | 1 | 1700 | 190 | .11 | 271 | .16 |
| SBL | 2 | 3400 | 95 | .03 | 63 | .02* |
| SBT | 3 | 5100 | 2150 | .42* | 1040 | .20 |
| SBR | 1 | 1700 | 139 | .08 | 80 | .05 |
| EBL | 1 | 1700 | 70 | .04 | 120 | .07 |
| EBT | 1 | 1700 | 136 | .08* | 156 | .09* |
| EBR | 1 | 1700 | 355 | .21 | 298 | .18 |
| WBL | 1 | 1700 | 171 | .10* | 192 | .11* |
| WBT | 1 | 1700 | 96 | .08 | 132 | .12 |
| WBR | 0 | 0 | 33 | | 78 | |
| Right Turn Adjustment | | | EBR | .07* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .80 .63

515 . Bake Pkwy. N at Rancho Pkwy.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 2 | 3400 | 892 | .26 | 1870 | .55* |
| NBR | d | 1700 | 297 | .17 | 578 | .34 |
| SBL | 1 | 1700 | 134 | .08 | 262 | .15* |
| SBT | 2 | 3400 | 1787 | .53* | 1044 | .31 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 2 | 3400 | 604 | .18* | 386 | .11* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 2 | 3400 | 207 | .06 | 270 | .08 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .76 .86

555 . Bake Pkwy. at Rancho Pkwy. S

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 327 | .19* | 115 | .07 |
| NBT | 2 | 3400 | 923 | .27 | 1924 | .57* |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 2 | 3400 | 1719 | .51* | 1164 | .34 |
| SBR | 1 | 1700 | 473 | .28 | 247 | .15 |
| EBL | 2 | 3400 | 297 | .09* | 527 | .16* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 81 | .05 | 253 | .15 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .84 | | .78 |

556 . Ridge Valley at Portola Pkwy.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 263 | .15* | 164 | .10* |
| NBT | 1 | 1700 | 21 | .01 | 95 | .06 |
| NBR | d | 1700 | 53 | .03 | 268 | .16 |
| SBL | 1 | 1700 | 115 | .07 | 24 | .01 |
| SBT | 2 | 3400 | 73 | .02* | 59 | .02* |
| SBR | d | 1700 | 36 | .02 | 17 | .01 |
| EBL | 1 | 1700 | 21 | .01* | 8 | .00 |
| EBT | 2 | 3400 | 452 | .13 | 977 | .29* |
| EBR | d | 1700 | 126 | .07 | 174 | .10 |
| WBL | 1 | 1700 | 200 | .12 | 87 | .05* |
| WBT | 2 | 3400 | 1021 | .30* | 589 | .17 |
| WBR | d | 1700 | 18 | .01 | 77 | .05 |
| Right Turn Adjustment | | | | | NBR | .01* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .53 | | .52 |

558 . O St. at Irvine Bl.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 123 | .04 | 222 | .07 |
| NBT | 2 | 3400 | 49 | .01* | 236 | .07* |
| NBR | d | 1700 | 77 | .05 | 102 | .06 |
| SBL | 1 | 1700 | 268 | .16* | 122 | .07* |
| SBT | 2 | 3400 | 336 | .10 | 112 | .03 |
| SBR | f | | 427 | | 276 | |
| EBL | 2 | 3400 | 118 | .03 | 389 | .11* |
| EBT | 3 | 5100 | 1824 | .36* | 1555 | .30 |
| EBR | 1 | 1700 | 254 | .15 | 164 | .10 |
| WBL | 2 | 3400 | 160 | .05* | 103 | .03 |
| WBT | 3 | 5100 | 1880 | .37 | 2253 | .44* |
| WBR | 1 | 1700 | 83 | .05 | 255 | .15 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .63 | | .74 |

559 . O St. at Trabuco Rd.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 148 | .04* | 404 | .12* |
| NBT | 2 | 3400 | 70 | .02 | 398 | .13 |
| NBR | 0 | 0 | 4 | | 29 | |
| SBL | 1 | 1700 | 22 | .01 | 43 | .03 |
| SBT | 2 | 3400 | 353 | .10* | 283 | .08* |
| SBR | 1 | 1700 | 877 | .52 | 597 | .35 |
| EBL | 2 | 3400 | 631 | .19* | 763 | .22* |
| EBT | 2 | 3400 | 294 | .09 | 498 | .15 |
| EBR | 1 | 1700 | 522 | .31 | 363 | .21 |
| WBL | 1 | 1700 | 24 | .01 | 24 | .01 |
| WBT | 2 | 3400 | 565 | .17* | 449 | .15* |
| WBR | 0 | 0 | 29 | | 49 | |
| Right Turn Adjustment | | | SBR | .23* | SBR | .05* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .78 | | .67 |

560 . 0 St. at Marine Wy.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|-----------------------|-----------------------|------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | | |
| NBL | 0 | 0 | 0 | 0 | | | |
| NBT | 0 | 0 | 0 | 0 | | | |
| NBR | 0 | 0 | 0 | 0 | | | |
| SBL | 2 | 3400 | 297 .09* | 380 .11* | | | |
| SBT | 0 | 0 | 0 | 0 | | | |
| SBR | 1 | 1700 | 156 .09 | 273 .16 | | | |
| EBL | 1 | 1700 | 61 .04* | 286 .17* | | | |
| EBT | 2 | 3400 | 907 .27 | 960 .28 | | | |
| EBR | 0 | 0 | 0 | 0 | | | |
| WBL | 0 | 0 | 0 | 0 | | | |
| WBT | 2 | 3400 | 1159 .34* | 977 .29* | | | |
| WBR | 1 | 1700 | 150 .09 | 404 .24 | | | |
| Clearance Interval | | | | | .05* | .05* | |

TOTAL CAPACITY UTILIZATION .52 .62

562 . D St. at Marine Wy.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|-----------------------|-----------------------|------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | | |
| NBL | 0 | 0 | 0 | 0 | | | |
| NBT | 0 | 0 | 0 | 0 | | | |
| NBR | 0 | 0 | 0 | 0 | | | |
| SBL | 1 | 1700 | 1 .00 | 1 .00 | | | |
| SBT | 0 | 0 | 0 | 0 | | | |
| SBR | 1 | 1700 | 1 .00 | 1 .00 | | | |
| EBL | 1 | 1700 | 1 .00 | 1 .00 | | | |
| EBT | 2 | 3400 | 1023 .30 | 1215 .36 | | | |
| EBR | 0 | 0 | 0 | 0 | | | |
| WBL | 0 | 0 | 0 | 0 | | | |
| WBT | 2 | 3400 | 1477 .43* | 1325 .39* | | | |
| WBR | 0 | 0 | 1 | 1 | | | |
| Clearance Interval | | | | | .05* | .05* | |

TOTAL CAPACITY UTILIZATION .48 .44

563 . B St. at Irvine Bl.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|-----------------------|-----------------------|------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | | |
| NBL | 1 | 1700 | 85 .05* | 161 .09* | | | |
| NBT | 0 | 0 | 0 | 0 | | | |
| NBR | 1 | 1700 | 56 .03 | 80 .05 | | | |
| SBL | 0 | 0 | 0 | 0 | | | |
| SBT | 0 | 0 | 0 | 0 | | | |
| SBR | 0 | 0 | 0 | 0 | | | |
| EBL | 0 | 0 | 0 | 0 | | | |
| EBT | 3 | 5100 | 2514 .49* | 1834 .36 | | | |
| EBR | 1 | 1700 | 234 .14 | 112 .07 | | | |
| WBL | 1 | 1700 | 126 .07* | 88 .05 | | | |
| WBT | 3 | 5100 | 2065 .40 | 2905 .57* | | | |
| WBR | 0 | 0 | 0 | 10 | | | |
| Clearance Interval | | | | | .05* | .05* | |

TOTAL CAPACITY UTILIZATION .66 .71

564 . C St. at Marine Wy.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|-----------------------|-----------------------|------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | | |
| NBL | 1 | 1700 | 77 .05 | 30 .02 | | | |
| NBT | 1 | 1700 | 63 .10* | 26 .06* | | | |
| NBR | 0 | 0 | 100 | 75 | | | |
| SBL | 1 | 1700 | 25 .01* | 165 .10* | | | |
| SBT | 1 | 1700 | 6 .01 | 59 .07 | | | |
| SBR | 0 | 0 | 19 | 67 | | | |
| EBL | 1 | 1700 | 61 .04* | 49 .03 | | | |
| EBT | 2 | 3400 | 837 .25 | 1210 .37* | | | |
| EBR | 0 | 0 | 17 | 44 | | | |
| WBL | 1 | 1700 | 57 .03 | 97 .06* | | | |
| WBT | 2 | 3400 | 1399 .45* | 1043 .34 | | | |
| WBR | 0 | 0 | 126 | 106 | | | |
| Clearance Interval | | | | | .05* | .05* | |

TOTAL CAPACITY UTILIZATION .65 .64

566 . Marine Wy. at Barranca Pkwy.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|---|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 117 | .07* | 99 | .06 |
| NBT | 2 | 3400 | 323 | .10 | 466 | .14* |
| NBR | 1 | 1700 | 89 | .05 | 117 | .07 |
| SBL | 2 | 3400 | 271 | .08 | 309 | .09* |
| SBT | 2 | 3400 | 483 | .14* | 346 | .10 |
| SBR | 1 | 1700 | 356 | .21 | 268 | .16 |
| EBL | 2 | 3400 | 183 | .05* | 444 | .13 |
| EBT | 2 | 3400 | 450 | .13 | 1015 | .30* |
| EBR | 1 | 1700 | 87 | .05 | 125 | .07 |
| WBL | 2 | 3400 | 149 | .04 | 90 | .03* |
| WBT | 2 | 3400 | 1007 | .30* | 653 | .19 |
| WBR | 1 | 1700 | 314 | .18 | 340 | .20 |
| Right Turn Adjustment Clearance Interval | | | SBR | .03* | | .05* |

TOTAL CAPACITY UTILIZATION .64 .61

567 . Marine Wy. at Alton Pkwy.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|---|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 537 | .16* | 439 | .13* |
| NBT | 2 | 3400 | 414 | .12 | 391 | .12 |
| NBR | 1 | 1700 | 191 | .11 | 211 | .12 |
| SBL | 1 | 1700 | 104 | .06 | 111 | .07 |
| SBT | 2 | 3400 | 303 | .09* | 413 | .12* |
| SBR | 1 | 1700 | 285 | .17 | 225 | .13 |
| EBL | 2 | 3400 | 233 | .07* | 257 | .08 |
| EBT | 3 | 5100 | 1005 | .20 | 1200 | .24* |
| EBR | f | | 312 | | 500 | |
| WBL | 2 | 3400 | 165 | .05 | 189 | .06* |
| WBT | 3 | 5100 | 1358 | .27* | 949 | .19 |
| WBR | 1 | 1700 | 123 | .07 | 94 | .06 |
| Right Turn Adjustment Clearance Interval | | | SBR | .03* | | .05* |

TOTAL CAPACITY UTILIZATION .67 .60

568 . Marine Wy. at Rockfield Bl.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 0 | .00 | 0 | .00 |
| NBT | 2 | 3400 | 1279 | .38* | 990 | .29 |
| NBR | 1 | 1700 | 0 | .00 | 0 | .00 |
| SBL | 1 | 1700 | 0 | .00 | 0 | .00 |
| SBT | 2 | 3400 | 721 | .21 | 1160 | .34* |
| SBR | 1 | 1700 | 0 | .00 | 0 | .00 |
| EBL | 1 | 1700 | 1 | .00 | 1 | .00 |
| EBT | 1 | 1700 | 0 | .00 | 0 | .00 |
| EBR | 0 | 0 | 1 | | 1 | |
| WBL | 1 | 1700 | 1 | .00 | 1 | .00 |
| WBT | 1 | 1700 | 0 | .00* | 0 | .00* |
| WBR | 1 | 1700 | 1 | .00 | 1 | .00 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .43 .39

569 . Bake Pkwy. at Marine Wy.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 889 | .26* | 504 | .15* |
| NBT | 4 | 6800 | 2742 | .40 | 2810 | .41 |
| NBR | 1 | 1700 | 32 | .02 | 0 | .00 |
| SBL | 1 | 1700 | 25 | .01 | 0 | .00 |
| SBT | 5 | 8500 | 2811 | .40* | 2730 | .36* |
| SBR | 0 | 0 | 631 | | 303 | |
| EBL | 2 | 3400 | 204 | .06* | 495 | .15* |
| EBT | 1 | 1700 | 13 | .01 | 40 | .02 |
| EBR | 2 | 3400 | 293 | .09 | 728 | .21 |
| WBL | 2 | 3400 | 5 | .00 | 22 | .01 |
| WBT | 2 | 3400 | 11 | .00* | 23 | .01* |
| WBR | 0 | 0 | 4 | | 15 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .77 .72

571 . Portola Springs at Portola Pkwy.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 379 | .11* | 336 | .10* |
| NBT | 1 | 1700 | 10 | .03 | 24 | .06 |
| NBR | 0 | 0 | 45 | | 79 | |
| SBL | 1 | 1700 | 37 | .02 | 23 | .01 |
| SBT | 1 | 1700 | 91 | .05* | 66 | .04* |
| SBR | d | 1700 | 304 | .18 | 101 | .06 |
| EBL | 1 | 1700 | 10 | .01* | 22 | .01 |
| EBT | 2 | 3400 | 478 | .14 | 902 | .27* |
| EBR | 1 | 1700 | 126 | .07 | 282 | .17 |
| WBL | 1 | 1700 | 23 | .01 | 33 | .02* |
| WBT | 2 | 3400 | 747 | .22* | 436 | .13 |
| WBR | d | 1700 | 0 | .00 | 4 | .00 |
| Right Turn Adjustment | | | SBR | .12* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .56 | | .48 |

572 . Modjeska at Irvine Bl.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 44 | .03 | 57 | .03 |
| NBT | 1 | 1700 | 39 | .02* | 78 | .05* |
| NBR | 1 | 1700 | 118 | .07 | 117 | .07 |
| SBL | 2 | 3400 | 393 | .12* | 264 | .08* |
| SBT | 1 | 1700 | 63 | .04 | 75 | .04 |
| SBR | d | 1700 | 149 | .09 | 127 | .07 |
| EBL | 1 | 1700 | 81 | .05 | 130 | .08* |
| EBT | 3 | 5100 | 2104 | .41* | 1689 | .33 |
| EBR | 1 | 1700 | 32 | .02 | 55 | .03 |
| WBL | 1 | 1700 | 95 | .06* | 150 | .09 |
| WBT | 3 | 5100 | 1921 | .38 | 2426 | .48* |
| WBR | 1 | 1700 | 200 | .12 | 352 | .21 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .66 | | .74 |

637 . Sterling at Muirlands Bl.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|--------|--------|--------|----------|
| | LANES | CAPACITY | AM VOL | PK V/C | PM VOL | HOUR V/C |
| NBL | 1 | 1700 | 11 | .01* | 33 | .02* |
| NBT | 1 | 1700 | 8 | .01 | 10 | .02 |
| NBR | 0 | 0 | 2 | | 20 | |
| SBL | 1 | 1700 | 6 | .00 | 50 | .03 |
| SBT | 1 | 1700 | 8 | .03* | 13 | .06* |
| SBR | 0 | 0 | 37 | | 84 | |
| EBL | 1 | 1700 | 117 | .07* | 47 | .03 |
| EBT | 2 | 3400 | 252 | .08 | 940 | .28* |
| EBR | 0 | 0 | 32 | | 22 | |
| WBL | 1 | 1700 | 11 | .01 | 6 | .00 |
| WBT | 2 | 3400 | 573 | .18* | 403 | .12 |
| WBR | 0 | 0 | 46 | | 13 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .34 .41

640 . Thomas at Muirlands Bl.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|--------|--------|--------|----------|
| | LANES | CAPACITY | AM VOL | PK V/C | PM VOL | HOUR V/C |
| NBL | 1 | 1700 | 41 | .02 | 115 | .07* |
| NBT | 1 | 1700 | 30 | .02* | 6 | .00 |
| NBR | d | 1700 | 4 | .00 | 12 | .01 |
| SBL | 1 | 1700 | 10 | .01* | 12 | .01 |
| SBT | 1 | 1700 | 6 | .00 | 9 | .01* |
| SBR | d | 1700 | 4 | .00 | 64 | .04 |
| EBL | 1 | 1700 | 19 | .01* | 4 | .00 |
| EBT | 2 | 3400 | 156 | .05 | 858 | .25* |
| EBR | d | 1700 | 63 | .04 | 84 | .05 |
| WBL | 1 | 1700 | 30 | .02 | 1 | .00 |
| WBT | 2 | 3400 | 574 | .17* | 235 | .07 |
| WBR | d | 1700 | 12 | .01 | 1 | .00 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .26 .38

627 . LY St. at Irvine Bl.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|--------|--------|--------|----------|
| | LANES | CAPACITY | AM VOL | PK V/C | PM VOL | HOUR V/C |
| NBL | 1 | 1700 | 60 | .04* | 78 | .05* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 1 | 1700 | 60 | .04 | 82 | .05 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 3 | 5100 | 2110 | .41* | 1736 | .34 |
| EBR | 1 | 1700 | 61 | .04 | 51 | .03 |
| WBL | 1 | 1700 | 59 | .03* | 79 | .05 |
| WBT | 3 | 5100 | 2050 | .40 | 2533 | .50* |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .53 .60

790 . Z St. at Irvine Bl.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|--------|--------|--------|----------|
| | LANES | CAPACITY | AM VOL | PK V/C | PM VOL | HOUR V/C |
| NBL | 1 | 1700 | 54 | .03 | 55 | .03* |
| NBT | 1 | 1700 | 7 | .00* | 15 | .01 |
| NBR | 1 | 1700 | 69 | .04 | 40 | .02 |
| SBL | 1 | 1700 | 174 | .10* | 57 | .03 |
| SBT | 1 | 1700 | 31 | .02 | 18 | .01* |
| SBR | 1 | 1700 | 135 | .08 | 75 | .04 |
| EBL | 1 | 1700 | 34 | .02 | 84 | .05* |
| EBT | 3 | 5100 | 2557 | .50* | 1933 | .38 |
| EBR | 1 | 1700 | 59 | .03 | 54 | .03 |
| WBL | 1 | 1700 | 50 | .03* | 88 | .05 |
| WBT | 3 | 5100 | 2070 | .41 | 2870 | .56* |
| WBR | 1 | 1700 | 29 | .02 | 91 | .05 |
| Right Turn Adjustment | | | NBR | .02* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .70 .70

800 . LQ St. at Irvine Bl.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|---|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 62 | .04 | 83 | .05* |
| NBT | 1 | 1700 | 17 | .01* | 43 | .03 |
| NBR | 1 | 1700 | 194 | .11 | 148 | .09 |
| SBL | 1 | 1700 | 145 | .09* | 65 | .04 |
| SBT | 1 | 1700 | 30 | .05 | 20 | .03* |
| SBR | 0 | 0 | 47 | | 37 | |
| EBL | 1 | 1700 | 26 | .02 | 61 | .04* |
| EBT | 3 | 5100 | 2562 | .50* | 1867 | .37 |
| EBR | 1 | 1700 | 64 | .04 | 65 | .04 |
| WBL | 2 | 3400 | 155 | .05* | 175 | .05 |
| WBT | 3 | 5100 | 2030 | .40 | 2781 | .55* |
| WBR | 1 | 1700 | 47 | .03 | 165 | .10 |
| Right Turn Adjustment Clearance Interval | | | NBR | .06* | | .05* |

TOTAL CAPACITY UTILIZATION .76 .72

799 . "B" St. at Marine Wy.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|---|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 95 | .06 | 56 | .03 |
| NBT | 1 | 1700 | 34 | .03* | 53 | .04* |
| NBR | 0 | 0 | 22 | | 12 | |
| SBL | 1 | 1700 | 118 | .07* | 57 | .03* |
| SBT | 1 | 1700 | 54 | .03 | 49 | .03 |
| SBR | 1 | 1700 | 522 | .31 | 259 | .15 |
| EBL | 1 | 1700 | 137 | .08* | 434 | .26* |
| EBT | 2 | 3400 | 770 | .24 | 901 | .29 |
| EBR | 0 | 0 | 34 | | 83 | |
| WBL | 1 | 1700 | 11 | .01 | 18 | .01 |
| WBT | 2 | 3400 | 983 | .29* | 955 | .28* |
| WBR | 1 | 1700 | 39 | .02 | 103 | .06 |
| Right Turn Adjustment Clearance Interval | | | SBR | .21* | | .05* |

TOTAL CAPACITY UTILIZATION .73 .66

820 . Fairbanks at Irvine Bl.

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 3 | .00 | 85 | .05 |
| NBT | 1 | 1700 | 124 | .12* | 51 | .26* |
| NBR | 0 | 0 | 74 | | 395 | |
| SBL | 1 | 1700 | 61 | .04* | 134 | .08* |
| SBT | 1 | 1700 | 35 | .04 | 107 | .22 |
| SBR | 0 | 0 | 25 | | 259 | |
| EBL | 1 | 1700 | 224 | .13* | 55 | .03* |
| EBT | 3 | 5100 | 1565 | .32 | 1441 | .29 |
| EBR | 0 | 0 | 88 | | 13 | |
| WBL | 1 | 1700 | 247 | .15 | 41 | .02 |
| WBT | 3 | 5100 | 1802 | .39* | 1946 | .39* |
| WBR | 0 | 0 | 182 | | 54 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .73 .81

821 . Alton Pw. at Fairbanks

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 80 | .05* | 119 | .07 |
| NBT | 3 | 5100 | 741 | .17 | 1799 | .39* |
| NBR | 0 | 0 | 120 | | 189 | |
| SBL | 1 | 1700 | 192 | .11 | 153 | .09* |
| SBT | 3 | 5100 | 1973 | .41* | 808 | .18 |
| SBR | 0 | 0 | 139 | | 103 | |
| EBL | 1 | 1700 | 69 | .04 | 132 | .08* |
| EBT | 1 | 1700 | 98 | .13* | 120 | .11 |
| EBR | 0 | 0 | 117 | | 68 | |
| WBL | 1 | 1700 | 70 | .04* | 58 | .03 |
| WBT | 1 | 1700 | 41 | .05 | 70 | .11* |
| WBR | 0 | 0 | 41 | | 111 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .68 .72

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|--------|------------|--------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0.5 | | 64 | {.04}* | 49 | |
| NBT | 1.5 | 3400 | 120 | .05 | 359 | .12* |
| NBR | 0 | | 1 | | 1 | |
| SBL | 0.5 | | 43 | | 55 | {.03}* |
| SBT | 1.5 | 3400 | 495 | .21* | 222 | .10 |
| SBR | 0 | | 181 | | 72 | |
| EBL | 0.5 | | 23 | {.01}* | 106 | |
| EBT | 0.5 | 1700 | 8 | .05 | 29 | .15* |
| EBR | 0 | | 46 | | 118 | |
| WBL | 0.5 | | 1 | | 2 | |
| WBT | 0.5 | 1700 | 29 | .06* | 20 | .05 |
| WBR | 0 | | 78 | | 68 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .37 | | .35 |

603 . "O" St & "LN" St

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 16 | .01* | 55 | .03 |
| NBT | 2 | 3400 | 158 | .06 | 440 | .18* |
| NBR | 0 | 0 | 39 | | 159 | |
| SBL | 1 | 1700 | 2 | .00 | 3 | .00 |
| SBT | 2 | 3400 | 598 | .18* | 332 | .10 |
| SBR | 0 | 0 | 7 | | 13 | |
| EBL | 1 | 1700 | 11 | .01 | 9 | .01 |
| EBT | 1 | 1700 | 13 | .05* | 11 | .03* |
| EBR | 0 | 0 | 66 | | 35 | |
| WBL | 1 | 1700 | 137 | .08* | 89 | .05* |
| WBT | 1 | 1700 | 10 | .01 | 13 | .01 |
| WBR | 0 | 0 | 3 | | 2 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .37 .31

605 . "O" St & "LQ" St

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|--------|-------------------|--------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0.5 | | 25 | {.01}* | 0 | |
| NBT | 1.5 | 3400 | 215 | .11 | 645 | .26* |
| NBR | 0 | | 133 | | 228 | |
| SBL | 0.5 | | 23 | | 16 | {.01}* |
| SBT | 1.5 | 3400 | 830 | .26* | 462 | .15 |
| SBR | 0 | | 48 | | 19 | |
| EBL | 0.5 | | 6 | | 27 | {.02}* |
| EBT | 0.5 | 1700 | 38 | .03 | 88 | .08 |
| EBR | 0 | | 0 | | 28 | |
| WBL | 0.5 | | 256 | | 139 | |
| WBT | 0.5 | 1700 | 101 | .21* | 63 | .14* |
| WBR | 0 | | 8 | | 41 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .53 .48

608 . "O" St & "LV" St

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 13 | .01* | 26 | .02 |
| NBT | 2 | 3400 | 149 | .05 | 565 | .18* |
| NBR | 0 | 0 | 9 | | 55 | |
| SBL | 1 | 1700 | 1 | .00 | 12 | .01* |
| SBT | 2 | 3400 | 552 | .21* | 505 | .17 |
| SBR | 0 | 0 | 178 | | 74 | |
| EBL | 1 | 1700 | 17 | .01 | 111 | .07* |
| EBT | 1 | 1700 | 5 | .03* | 22 | .05 |
| EBR | 0 | 0 | 39 | | 62 | |
| WBL | 1 | 1700 | 47 | .03* | 46 | .03 |
| WBT | 1 | 1700 | 24 | .02 | 9 | .01* |
| WBR | 0 | 0 | 12 | | 7 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .33 .32

626 . "LY" St & "LQ" St

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|------|-------------------|--------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0.5 | | 1 | | 1 | |
| NBT | 0.5 | 1700 | 26 | .03 | 145 | .11* |
| NBR | 0 | | 20 | | 35 | |
| SBL | 0.5 | | 0 | | 0 | |
| SBT | 0.5 | 1700 | 206 | .12* | 86 | .05 |
| SBR | 0 | | 4 | | 2 | |
| EBL | 0.5 | | 2 | | 5 | |
| EBT | 0.5 | 1700 | 236 | .14 | 401 | .24* |
| EBR | 0 | | 1 | | 3 | |
| WBL | 0.5 | | 24 | | 37 | {.02}* |
| WBT | 0.5 | 1700 | 433 | .27* | 278 | .19 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .44 .42

631 . "LY" ST & "LQ" St

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 7 | .00 | 64 | .04* |
| NBT | 1 | 1700 | 26 | .02 | 116 | .07 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 1 | 1700 | 45 | .03* | 100 | .06* |
| SBR | 1 | 1700 | 132 | .08 | 22 | .01 |
| EBL | 1 | 1700 | 24 | .01* | 44 | .03* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 19 | .01 | 89 | .05 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | SBR | .04* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .13 .18

782 . "A" St & "LQ" St

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0.5 | | 35 | | 20 | |
| SBT | 0 | 1700 | 0 | .04* | 0 | .04* |
| SBR | 0.5 | | 36 | | 41 | |
| EBL | 0.5 | | 5 | | 8 | |
| EBT | 0.5 | 1700 | 262 | .16 | 396 | .24* |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 1 | 1700 | 378 | .23* | 262 | .17 |
| WBR | 0 | 0 | 16 | | 33 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .32 .33

787 . "Z" St & "LQ" St

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0.5 | | 2 | | 0 | |
| SBT | 0 | 1700 | 0 | | 0 | |
| SBR | 0.5 | | 4 | | 1 | |
| EBL | 1 | 1700 | 12 | .01* | 22 | .01 |
| EBT | 1 | 1700 | 307 | .18 | 366 | .22* |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 1 | 1700 | 356 | .21* | 300 | .18 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .27 .27

798 . "B" St & "LQ" St

| ITAM 8.4-10 2030 Opt1 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 20 | .01* | 36 | .02* |
| NBT | 1 | 1700 | 113 | .07 | 123 | .07 |
| NBR | 0 | 0 | 0 | | 2 | |
| SBL | 1 | 1700 | 20 | .01 | 1 | .00 |
| SBT | 1 | 1700 | 110 | .07* | 147 | .10* |
| SBR | 0 | 0 | 3 | | 16 | |
| EBL | 1 | 1700 | 21 | .01* | 3 | .00 |
| EBT | 1 | 1700 | 251 | .17 | 339 | .21* |
| EBR | 0 | 0 | 38 | | 25 | |
| WBL | 1 | 1700 | 1 | .00 | 1 | .00 |
| WBT | 1 | 1700 | 333 | .21* | 249 | .16 |
| WBR | 0 | 0 | 26 | | 20 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .35 .38

228 . Culver Dr. at Barranca Pkwy.

| ITAM 8.4-10 2030 Opt1 Imp(IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 174 | .05* | 299 | .09 |
| NBT | 3 | 5100 | 680 | .13 | 1642 | .32* |
| NBR | 1 | 1700 | 364 | .21 | 398 | .23 |
| SBL | 2 | 3400 | 341 | .10 | 282 | .08* |
| SBT | 3 | 5100 | 2086 | .41* | 1138 | .22 |
| SBR | f | | 356 | | 220 | |
| EBL | 2 | 3400 | 438 | .13 | 352 | .10* |
| EBT | 2 | 3400 | 935 | .28* | 810 | .24 |
| EBR | 1 | 1700 | 225 | .13 | 518 | .30 |
| WBL | 2 | 3400 | 389 | .11* | 274 | .08 |
| WBT | 3 | 5100 | 990 | .22 | 791 | .22* |
| WBR | 0 | 0 | 132 | | 316 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .90 .77

290 . Jeffrey Rd. at Barranca Pkwy.

| ITAM 8.4-10 2030 Opt1 Imp(IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 327 | .10* | 321 | .09* |
| NBT | 3 | 5100 | 825 | .22 | 1576 | .33 |
| NBR | 0 | 0 | 297 | | 132 | |
| SBL | 2 | 3400 | 137 | .04 | 91 | .03 |
| SBT | 3 | 5100 | 1937 | .46* | 1310 | .30* |
| SBR | 0 | 0 | 397 | | 229 | |
| EBL | 2 | 3400 | 129 | .04 | 436 | .13* |
| EBT | 2 | 3400 | 866 | .25* | 890 | .26 |
| EBR | d | 1700 | 286 | .17 | 324 | .19 |
| WBL | 2 | 3400 | 187 | .06* | 242 | .07 |
| WBT | 2 | 3400 | 726 | .21 | 714 | .21* |
| WBR | 1 | 1700 | 66 | .04 | 104 | .06 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .92 .78
w/ATMS credit .87 .73

303 . Sand Canyon. Av. at I-5 NB Ramps

| ITAM 8.4-10 2030 Opt1 Imp(IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|-------|----------------|---------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 265 | .08* | 642 | .19 |
| NBT | 4 | 6800 | 943 | .14 | 2624 | .39* |
| NBR | 1 | 1700 | 667 | .39 | 1075 | .63 |
| SBL | 2 | 3400 | 322 | .09 | 238 | .07* |
| SBT | 4 | 6800 | 3049 | .45* | 1305 | .19 |
| SBR | 1 | 1700 | 373 | .22 | 227 | .13 |
| EBL | 1.5 | | 125 | .07 | 332 | {.14}*} |
| EBT | 0.5 | 3400 | 241 | .14* | 148 | .14 |
| EBR | 2 | 3400 | 314 | .09 | 219 | .06 |
| WBL | 2 | 3400 | 618 | .18* | 589 | .17 |
| WBT | 1.5 | 5100 | 321 | {.09} | 614 | {.18}*} |
| WBR | 1.5 | | 411 | | 417 | |
| Right Turn Adjustment | | | | | NBR | .06* |
| Clearance Interval | | | | .05* | | .05* |
| Note: Assumes Right-Turn Overlap for NBR EBR | | | | | | |

TOTAL CAPACITY UTILIZATION .90 .89

306 . Sand Canyon. Av. at Oak Cyn./Laguna Cyn. Rd.

| ITAM 8.4-10 2030 Opt1 Imp(IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 116 | .07 | 204 | .12 |
| NBT | 3 | 5100 | 764 | .15* | 1580 | .31* |
| NBR | 1 | 1700 | 178 | .10 | 133 | .08 |
| SBL | 2 | 3400 | 1586 | .47* | 589 | .17* |
| SBT | 3 | 5100 | 1803 | .35 | 1028 | .20 |
| SBR | d | 1700 | 368 | .22 | 199 | .12 |
| EBL | 2 | 3400 | 100 | .03* | 324 | .10 |
| EBT | 1 | 1700 | 146 | .09 | 259 | .15* |
| EBR | d | 1700 | 104 | .06 | 87 | .05 |
| WBL | 2 | 3400 | 73 | .02 | 187 | .06* |
| WBT | 1 | 1700 | 225 | .13* | 87 | .05 |
| WBR | f | | 336 | | 1482 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .83 .74

FORECAST INTERSECTION VOLUMES

ITAM SHEETS

**HERITAGE FIELDS PROJECT 2012 – GPA/ZC TRAFFIC STUDY
YEAR 2030 – WITH 2012 MODIFIED PROJECT OPTION 2**

268 . W. Yale Loop at Alton Pkwy.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 166 | .10* | 135 | .08* |
| NBT | 2 | 3400 | 177 | .05 | 216 | .06 |
| NBR | d | 1700 | 157 | .09 | 259 | .15 |
| SBL | 1 | 1700 | 143 | .08 | 64 | .04 |
| SBT | 2 | 3400 | 303 | .09* | 113 | .03* |
| SBR | d | 1700 | 144 | .08 | 123 | .07 |
| EBL | 1 | 1700 | 109 | .06* | 116 | .07 |
| EBT | 2 | 3400 | 867 | .26 | 1227 | .36* |
| EBR | d | 1700 | 153 | .09 | 176 | .10 |
| WBL | 1 | 1700 | 87 | .05 | 211 | .12* |
| WBT | 2 | 3400 | 1248 | .37* | 1061 | .31 |
| WBR | d | 1700 | 127 | .07 | 128 | .08 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .67 | | .64 |

271 . E. Yale Lp. at Alton Pkwy.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 236 | .14* | 106 | .06 |
| NBT | 2 | 3400 | 212 | .06 | 160 | .05* |
| NBR | d | 1700 | 542 | .32 | 260 | .15 |
| SBL | 2 | 3400 | 212 | .06 | 186 | .05* |
| SBT | 2 | 3400 | 99 | .03* | 131 | .04 |
| SBR | d | 1700 | 148 | .09 | 88 | .05 |
| EBL | 1 | 1700 | 164 | .10* | 256 | .15 |
| EBT | 2 | 3400 | 790 | .28 | 1224 | .40* |
| EBR | 0 | 0 | 166 | | 148 | |
| WBL | 2 | 3400 | 191 | .06 | 471 | .14* |
| WBT | 2 | 3400 | 1178 | .35* | 1056 | .31 |
| WBR | d | 1700 | 141 | .08 | 144 | .08 |
| Right Turn Adjustment | | | NBR | .08* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .75 | | .69 |

282 . Jeffrey Rd. at Portola Pkwy.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|--|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 942 | .28* | 687 | .20* |
| NBT | 1 | 1700 | 23 | .01 | 29 | .02 |
| NBR | f | | 32 | | 69 | |
| SBL | 1 | 1700 | 24 | .01 | 119 | .07 |
| SBT | 1 | 1700 | 19 | .01* | 62 | .04* |
| SBR | 1 | 1700 | 8 | .00 | 38 | .02 |
| EBL | 1 | 1700 | 28 | .02 | 122 | .07 |
| EBT | 3 | 5100 | 1224 | .24* | 1132 | .22* |
| EBR | 1 | 1700 | 503 | .30 | 406 | .24 |
| WBL | 2 | 3400 | 148 | .04* | 292 | .09* |
| WBT | 3 | 5100 | 1110 | .22 | 805 | .16 |
| WBR | d | 1700 | 20 | .01 | 29 | .02 |
| Clearance Interval | | | | .05* | | .05* |
| Note: Assumes Right-Turn Overlap for EBR | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | .62 | | .60 |

283 . Jeffrey Rd. at Irvine Bl.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 131 | .04* | 403 | .12 |
| NBT | 3 | 5100 | 532 | .10 | 747 | .15* |
| NBR | f | | 287 | | 402 | |
| SBL | 2 | 3400 | 275 | .08 | 222 | .07* |
| SBT | 3 | 5100 | 976 | .19* | 402 | .08 |
| SBR | 1 | 1700 | 91 | .05 | 148 | .09 |
| EBL | 2 | 3400 | 122 | .04* | 94 | .03* |
| EBT | 3 | 5100 | 1501 | .29 | 1446 | .28 |
| EBR | d | 1700 | 303 | .18 | 257 | .15 |
| WBL | 2 | 3400 | 343 | .10 | 281 | .08 |
| WBT | 3 | 5100 | 1901 | .37* | 1929 | .38* |
| WBR | d | 1700 | 257 | .15 | 349 | .21 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .69 | | .68 |

284 . Jeffrey Rd. at Bryan Av.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|-------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 170 | .05* | 363 | .11 |
| NBT | 3 | 5100 | 592 | .14 | 1192 | .31* |
| NBR | 0 | 0 | 141 | | 397 | |
| SBL | 2 | 3400 | 66 | .02 | 67 | .02* |
| SBT | 3 | 5100 | 1210 | .24* | 646 | .13 |
| SBR | 1 | 1700 | 376 | .22 | 235 | .14 |
| EBL | 1 | 1700 | 280 | .16* | 238 | .14* |
| EBT | 0.5 | 3400 | 163 | {.10} | 246 | .14 |
| EBR | 1.5 | | 229 | | 237 | |
| WBL | 2 | 3400 | 461 | .14 | 207 | .06 |
| WBT | 1 | 1700 | 354 | .21* | 222 | .13* |
| WBR | d | 1700 | 108 | .06 | 90 | .05 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .71 .65

285 . Jeffrey Rd. at Trabuco Rd.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 120 | .04* | 223 | .07 |
| NBT | 3 | 5100 | 631 | .12 | 1804 | .35* |
| NBR | d | 1700 | 243 | .14 | 470 | .28 |
| SBL | 2 | 3400 | 236 | .07 | 94 | .03* |
| SBT | 4 | 6800 | 1449 | .21* | 884 | .13 |
| SBR | 1 | 1700 | 330 | .19 | 145 | .09 |
| EBL | 2 | 3400 | 232 | .07 | 368 | .11* |
| EBT | 2 | 3400 | 561 | .17* | 670 | .20 |
| EBR | 1 | 1700 | 141 | .08 | 154 | .09 |
| WBL | 2 | 3400 | 600 | .18* | 237 | .07 |
| WBT | 2 | 3400 | 850 | .25 | 645 | .19* |
| WBR | 1 | 1700 | 77 | .05 | 256 | .15 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .65 .73

286 . Jeffrey Rd. at Roosevelt

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|--------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 111 | .03* | 375 | .11 |
| NBT | 3 | 5100 | 797 | .16 | 2282 | .45* |
| NBR | 1 | 1700 | 334 | .20 | 563 | .33 |
| SBL | 2 | 3400 | 103 | .03 | 159 | .05* |
| SBT | 3 | 5100 | 2182 | .43* | 1157 | .23 |
| SBR | d | 1700 | 10 | .01 | 16 | .01 |
| EBL | 1 | 1700 | 10 | .01 | 14 | .01 |
| EBT | 0.5 | 3400 | 183 | {.15}* | 288 | .17* |
| EBR | 1.5 | | 348 | | 184 | |
| WBL | 2 | 3400 | 769 | .23* | 449 | .13* |
| WBT | 1 | 1700 | 289 | .17 | 239 | .14 |
| WBR | d | 1700 | 183 | .11 | 124 | .07 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .89 .85

287 . Jeffrey Rd. at I-5 NB Ramps

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|-------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 754 | .15 | 2406 | .47* |
| NBR | f | | 250 | | 270 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 2578 | .51* | 1572 | .31 |
| SBR | f | | 760 | | 230 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1.5 | | 462 | .14* | 588 | |
| WBT | 0 | 5100 | 0 | | 0 | .28* |
| WBR | 1.5 | | 456 | {.00} | 834 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .70 .80

293 . Jeffrey Rd. at I-405 NB Ramps

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 1680 | .33 | 2270 | .45* |
| NBR | f | | 350 | | 110 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 2090 | .41* | 1570 | .31 |
| SBR | f | | 1350 | | 640 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 2 | 3400 | 990 | .29* | 1330 | .39* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 1 | 1700 | 250 | .15 | 540 | .32 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .75 .89

294 . University Dr. at I-405 SB Ramps

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 1457 | .29 | 1825 | .36 |
| NBR | f | | 1022 | | 1192 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 2247 | .44* | 2300 | .45* |
| SBR | f | | 361 | | 280 | |
| EBL | 2 | 3400 | 517 | .15* | 679 | .20* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 127 | .07 | 144 | .08 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .64 .70

300 . Sand Canyon. Av. at Portola Pkwy.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 256 | .08* | 746 | .22* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 2 | 3400 | 205 | .06 | 317 | .09 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 2 | 3400 | 518 | .15 | 753 | .22* |
| EBR | f | | 792 | | 261 | |
| WBL | 2 | 3400 | 332 | .10 | 229 | .07* |
| WBT | 2 | 3400 | 978 | .29* | 674 | .20 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .42 .56

301 . Sand Canyon. Av. at Irvine Bl.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 114 | .03* | 491 | .14* |
| NBT | 3 | 5100 | 425 | .08 | 810 | .16 |
| NBR | 2 | 3400 | 279 | .08 | 491 | .14 |
| SBL | 2 | 3400 | 411 | .12 | 105 | .03 |
| SBT | 2 | 3400 | 935 | .28* | 450 | .13* |
| SBR | 1 | 1700 | 113 | .07 | 186 | .11 |
| EBL | 2 | 3400 | 191 | .06* | 182 | .05* |
| EBT | 4 | 6800 | 1460 | .21 | 1204 | .18 |
| EBR | 1 | 1700 | 351 | .21 | 175 | .10 |
| WBL | 2 | 3400 | 554 | .16 | 444 | .13 |
| WBT | 3 | 5100 | 1603 | .31* | 1833 | .36* |
| WBR | 1 | 1700 | 124 | .07 | 478 | .28 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .73 .73

302 . Sand Canyon. Av. at Trabuco Pkwy.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 210 | .06* | 665 | .20 |
| NBT | 3 | 5100 | 383 | .08 | 1971 | .39* |
| NBR | f | | 211 | | 434 | |
| SBL | 2 | 3400 | 344 | .10 | 359 | .11* |
| SBT | 3 | 5100 | 2237 | .44* | 704 | .14 |
| SBR | 1 | 1700 | 109 | .06 | 157 | .09 |
| EBL | 2 | 3400 | 142 | .04* | 201 | .06 |
| EBT | 3 | 5100 | 365 | .07 | 586 | .11* |
| EBR | f | | 624 | | 233 | |
| WBL | 2 | 3400 | 449 | .13 | 383 | .11* |
| WBT | 3 | 5100 | 901 | .18* | 479 | .09 |
| WBR | d | 1700 | 295 | .17 | 419 | .25 |
| Right Turn Adjustment | | | | | WBR | .01* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .77 .78

303 . Sand Canyon. Av. at I-5 NB Ramps

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|-------|------------|--------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 265 | .08* | 646 | .19 |
| NBT | 4 | 6800 | 942 | .14 | 2629 | .39* |
| NBR | d | 1700 | 661 | .39 | 1067 | .63 |
| SBL | 2 | 3400 | 319 | .09 | 235 | .07* |
| SBT | 4 | 6800 | 3056 | .45* | 1296 | .19 |
| SBR | 1 | 1700 | 374 | .22 | 228 | .13 |
| EBL | 1.5 | | 126 | .07 | 334 | {.14}* |
| EBT | 0.5 | 3400 | 240 | .14* | 147 | .14 |
| EBR | 2 | 3400 | 315 | .09 | 218 | .06 |
| WBL | 2 | 3400 | 619 | .18* | 586 | .17 |
| WBT | 1.5 | 5100 | 321 | {.09} | 617 | {.19}* |
| WBR | 1.5 | | 412 | | 417 | |
| Right Turn Adjustment | | | | | NBR | .10* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .90 .94

305 . Sand Canyon. Av. at I-5 SB Ramps

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|-------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 4 | 6800 | 1223 | .18 | 3643 | .54* |
| NBR | 1 | 1700 | 88 | .05 | 241 | .14 |
| SBL | 2 | 3400 | 580 | .17 | 480 | .14* |
| SBT | 4 | 6800 | 3305 | .49* | 1615 | .24 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 2.5 | | 647 | .19* | 603 | .12* |
| EBT | 0 | 6800 | 2 | | 0 | |
| EBR | 1.5 | | 1055 | .31 | 317 | {.00} |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | | | EBR | .12* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .85 .85

306 . Sand Canyon. Av. at Oak Cyn./Laguna Cyn. Rd.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|-------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 116 | .07 | 200 | .12 |
| NBT | 3 | 5100 | 761 | .15* | 1592 | .31* |
| NBR | 1 | 1700 | 175 | .10 | 134 | .08 |
| SBL | 2 | 3400 | 1589 | .47* | 591 | .17* |
| SBT | 3 | 5100 | 1804 | .35 | 1030 | .20 |
| SBR | d | 1700 | 376 | .22 | 195 | .11 |
| EBL | 2 | 3400 | 101 | .03 | 319 | .09 |
| EBT | 1 | 1700 | 146 | .09* | 256 | .15* |
| EBR | d | 1700 | 104 | .06 | 85 | .05 |
| WBL | 2 | 3400 | 72 | .02* | 187 | .06* |
| WBT | 1.5 | 5100 | 227 | {.07} | 85 | .05 |
| WBR | 1.5 | | 338 | | 1485 | .44 |
| Right Turn Adjustment | | | | | WBR | .19* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .78 .93

316 . SR-133 SB Ramps at Irvine Bl.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1 | 1700 | 201 | .12* | 96 | .06* |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 2 | 3400 | 239 | .07 | 223 | .07 |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 4 | 6800 | 1962 | .29 | 1694 | .25 |
| EBR | d | 1700 | 178 | .10 | 119 | .07 |
| WBL | 1 | 1700 | 117 | .07 | 151 | .09 |
| WBT | 3 | 5100 | 1914 | .38* | 2507 | .49* |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | | | SBR | .01* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .55 .61

317 . SR-133 NB Ramps at Irvine Bl.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 52 | .03* | 170 | .10* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 1 | 1700 | 88 | .05 | 311 | .18 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 2 | 3400 | 2012 | .59* | 1749 | .51 |
| EBR | f | | 130 | | 200 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 3 | 5100 | 1998 | .44 | 2540 | .55* |
| WBR | 0 | 0 | 260 | | 250 | |
| Right Turn Adjustment | | | | | NBR | .02* |
| Clearance Interval | | | | .05* | NBR | .05* |

TOTAL CAPACITY UTILIZATION .69 .75

318 . Banting at Barranca Pkwy.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 19 | .01* | 29 | .01 |
| NBT | 1 | 1700 | 6 | .00 | 169 | .10* |
| NBR | 1 | 1700 | 14 | .01 | 142 | .08 |
| SBL | 2 | 3400 | 851 | .25 | 145 | .04* |
| SBT | 2 | 3400 | 657 | .37* | 161 | .09 |
| SBR | 0 | 0 | 617 | | 253 | .15 |
| EBL | 1 | 1700 | 40 | .02* | 251 | .15* |
| EBT | 2 | 3400 | 614 | .18 | 926 | .27 |
| EBR | d | 1700 | 47 | .03 | 43 | .03 |
| WBL | 1 | 1700 | 36 | .02 | 16 | .01 |
| WBT | 2 | 3400 | 774 | .23* | 641 | .19* |
| WBR | f | | 93 | | 774 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .68 .53

319 . Banting at Alton Pkwy.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 4 | .00 | 50 | .03 |
| NBT | 1 | 1700 | 3 | .00 | 96 | .06* |
| NBR | 1 | 1700 | 14 | .01 | 154 | .09 |
| SBL | 2 | 3400 | 112 | .03 | 152 | .04* |
| SBT | 1 | 1700 | 133 | .08* | 15 | .01 |
| SBR | 1 | 1700 | 333 | .20 | 73 | .04 |
| EBL | 2 | 3400 | 11 | .00 | 35 | .01 |
| EBT | 2 | 3400 | 795 | .23 | 1244 | .37* |
| EBR | d | 1700 | 36 | .02 | 8 | .00 |
| WBL | 1 | 1700 | 112 | .07 | 7 | .00 |
| WBT | 2 | 3400 | 1163 | .34* | 1026 | .30 |
| WBR | d | 1700 | 146 | .09 | 48 | .03 |
| Right Turn Adjustment | | | | | SBR | .12* |
| Clearance Interval | | | | .05* | NBR | .03* |

TOTAL CAPACITY UTILIZATION .59 .55

330 . Barranca Pkwy. at Pacifica

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 240 | .14* | 26 | .02* |
| NBT | 2 | 3400 | 937 | .28 | 642 | .19 |
| NBR | 1 | 1700 | 271 | .16 | 492 | .29 |
| SBL | 1 | 1700 | 13 | .01 | 178 | .10 |
| SBT | 2 | 3400 | 551 | .16* | 1300 | .38* |
| SBR | d | 1700 | 127 | .07 | 22 | .01 |
| EBL | 2 | 3400 | 16 | .00 | 128 | .04 |
| EBT | 2 | 3400 | 17 | .01 | 110 | .06* |
| EBR | 0 | 0 | 47 | .03 | 391 | .23 |
| WBL | 2 | 3400 | 315 | .09 | 328 | .10* |
| WBT | 1 | 1700 | 274 | .16* | 42 | .02 |
| WBR | 1 | 1700 | 451 | .27 | 100 | .06 |
| Right Turn Adjustment | | | WBR | .09* | EBR | .15* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .60 .76

335 . Alton Pkwy. at Portola Pkwy.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 47 | .03* | 162 | .10* |
| NBT | 2 | 3400 | 96 | .03 | 253 | .07 |
| NBR | f | | 365 | | 523 | |
| SBL | 1 | 1700 | 114 | .07 | 57 | .03 |
| SBT | 2 | 3400 | 253 | .07* | 111 | .03* |
| SBR | d | 1700 | 15 | .01 | 17 | .01 |
| EBL | 2 | 3400 | 1 | .00 | 17 | .01 |
| EBT | 2 | 3400 | 351 | .10* | 320 | .09* |
| EBR | f | | 84 | | 67 | |
| WBL | 2 | 3400 | 463 | .14* | 332 | .10* |
| WBT | 3 | 5100 | 248 | .05 | 480 | .09 |
| WBR | f | | 53 | | 80 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .39 .37

336 . Alton Pkwy. at SR-241 Ramps

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 207 | .12* | 113 | .07 |
| NBT | 3 | 5100 | 495 | .10 | 913 | .18* |
| NBR | f | | 143 | | 384 | |
| SBL | 1 | 1700 | 97 | .06 | 317 | .19* |
| SBT | 3 | 5100 | 889 | .17* | 573 | .11 |
| SBR | f | | 323 | | 190 | |
| EBL | 2 | 3400 | 107 | .03 | 183 | .05* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | f | | 178 | | 177 | |
| WBL | 2 | 3400 | 382 | .11* | 119 | .04 |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | f | | 378 | | 171 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .45 .47

338 . Alton Pkwy. at Irvine Bl.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 251 | .07* | 643 | .19 |
| NBT | 3 | 5100 | 522 | .10 | 1263 | .25* |
| NBR | f | | 98 | | 194 | |
| SBL | 2 | 3400 | 326 | .10 | 271 | .08* |
| SBT | 3 | 5100 | 1477 | .29* | 660 | .13 |
| SBR | f | | 800 | | 930 | |
| EBL | 2.5 | | 822 | .24 | 790 | |
| EBT | 2.5 | 8500 | 1405 | .28* | 1066 | .22* |
| EBR | 1 | 1700 | 725 | .43 | 303 | .18 |
| WBL | 2 | 3400 | 268 | .08 | 139 | .04 |
| WBT | 3 | 5100 | 1329 | .26* | 1771 | .35* |
| WBR | 1 | 1700 | 317 | .19 | 380 | .22 |
| Right Turn Adjustment | | | EBR | .08* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION 1.03 .95

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

339 . Alton Pkwy. at Toledo Wy.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|-------------|-------------------|-------------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 1 | 1700 | 117 | .07* | 97 | .06 |
| NBT | 3 | 5100 | 1061 | .21 | 1954 | .38* |
| NBR | f | | 103 | | 311 | |
| SBL | 1 | 1700 | 87 | .05 | 49 | .03* |
| SBT | 3 | 5100 | 2003 | .40* | 958 | .20 |
| SBR | 0 | 0 | 39 | | 46 | |
| EBL | 1 | 1700 | 14 | .01 | 32 | .02 |
| EBT | 1 | 1700 | 80 | .11* | 60 | .11* |
| EBR | 0 | 0 | 115 | | 135 | |
| WBL | 1 | 1700 | 291 | .17* | 126 | .07* |
| WBT | 1 | 1700 | 84 | .05 | 67 | .04 |
| WBR | 1 | 1700 | 195 | .11 | 115 | .07 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .80 .64

340 . Alton Pkwy. at Jeronimo Rd.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|-------------|-------------------|-------------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 1 | 1700 | 151 | .09* | 19 | .01 |
| NBT | 3 | 5100 | 1092 | .21 | 1949 | .38* |
| NBR | f | | 222 | | 340 | |
| SBL | 2 | 3400 | 107 | .03 | 70 | .02* |
| SBT | 3 | 5100 | 2127 | .43* | 1494 | .29 |
| SBR | 0 | 0 | 69 | | 7 | |
| EBL | 1 | 1700 | 11 | .01 | 41 | .02 |
| EBT | 1 | 1700 | 11 | .01* | 22 | .01* |
| EBR | f | | 28 | | 128 | |
| WBL | 2 | 3400 | 425 | .13* | 302 | .09* |
| WBT | 1 | 1700 | 40 | .02 | 13 | .01 |
| WBR | 1 | 1700 | 98 | .06 | 125 | .07 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .71 .55

341 . Alton Pkwy. at Barranca Pkwy./Muirlands Bl.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|-------------|-------------------|-------------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 1 | 1700 | 5 | .00 | 21 | .01 |
| NBT | 3 | 5100 | 946 | .19 | 1128 | .22* |
| NBR | f | | 135 | | 385 | |
| SBL | 2 | 3400 | 103 | .03 | 132 | .04* |
| SBT | 3 | 5100 | 1337 | .26* | 1040 | .20 |
| SBR | f | | 1037 | | 641 | |
| EBL | 2 | 3400 | 501 | .15* | 1025 | .30* |
| EBT | 2 | 3400 | 176 | .05 | 483 | .14 |
| EBR | d | 1700 | 11 | .01 | 6 | .00 |
| WBL | 2 | 3400 | 219 | .06 | 154 | .05 |
| WBT | 2 | 3400 | 373 | .14* | 328 | .13* |
| WBR | 0 | 0 | 90 | | 126 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .60 .74

343 . Alton Pkwy. at Ada

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|-------------|-------------------|-------------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 2 | 3400 | 392 | .12* | 143 | .04* |
| NBT | 3 | 5100 | 1572 | .31 | 1423 | .28 |
| NBR | d | 1700 | 3 | .00 | 12 | .01 |
| SBL | 1 | 1700 | 5 | .00 | 20 | .01 |
| SBT | 3 | 5100 | 1689 | .33* | 1784 | .35* |
| SBR | d | 1700 | 68 | .04 | 22 | .01 |
| EBL | 1 | 1700 | 18 | .01* | 28 | .02* |
| EBT | 1 | 1700 | 2 | .00 | 9 | .01 |
| EBR | 1 | 1700 | 91 | .05 | 539 | .32 |
| WBL | 1 | 1700 | 15 | .01 | 4 | .00 |
| WBT | 1 | 1700 | 5 | .01* | 1 | .00* |
| WBR | 0 | 0 | 7 | | 4 | |
| Right Turn Adjustment | | | | | EBR | .27* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .52 .73

364 . Bake Pkwy. at Jeronimo Rd.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 467 | .14 | 57 | .02 |
| NBT | 3 | 5100 | 2500 | .49* | 2443 | .48* |
| NBR | d | 1700 | 112 | .07 | 539 | .32 |
| SBL | 1 | 1700 | 74 | .04* | 40 | .02* |
| SBT | 4 | 6800 | 2349 | .36 | 2487 | .37 |
| SBR | 0 | 0 | 114 | | 25 | |
| EBL | 2 | 3400 | 9 | .00 | 67 | .02 |
| EBT | 2 | 3400 | 24 | .01* | 222 | .07* |
| EBR | 1 | 1700 | 47 | .03 | 180 | .11 |
| WBL | 1 | 1700 | 442 | .26* | 137 | .08* |
| WBT | 3 | 5100 | 562 | .12 | 128 | .04 |
| WBR | 0 | 0 | 69 | | 104 | .06 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .85 .70

365 . Bake Pkwy. at Muirlands Bl.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 136 | .04 | 30 | .01 |
| NBT | 4 | 6800 | 3061 | .45* | 2786 | .41* |
| NBR | f | | 161 | | 355 | |
| SBL | 2 | 3400 | 116 | .03* | 287 | .08* |
| SBT | 4 | 6800 | 2858 | .42 | 2097 | .31 |
| SBR | f | | 161 | | 62 | |
| EBL | 2 | 3400 | 25 | .01* | 225 | .07 |
| EBT | 2 | 3400 | 166 | .05 | 1008 | .30* |
| EBR | f | | 20 | | 22 | |
| WBL | 2 | 3400 | 485 | .14 | 192 | .06* |
| WBT | 2 | 3400 | 617 | .18* | 247 | .07 |
| WBR | f | | 137 | | 169 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .72 .90

366 . Bake Pkwy. at Rockfield Bl.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 323 | .10* | 75 | .02 |
| NBT | 4 | 6800 | 3136 | .46 | 3128 | .46* |
| NBR | f | | 577 | | 383 | |
| SBL | 2 | 3400 | 237 | .07 | 441 | .13* |
| SBT | 4 | 6800 | 3081 | .45* | 1895 | .28 |
| SBR | 1 | 1700 | 17 | .01 | 21 | .01 |
| EBL | 1 | 1700 | 3 | .00 | 19 | .01 |
| EBT | 2 | 3400 | 46 | .01* | 186 | .05* |
| EBR | f | | 30 | | 417 | |
| WBL | 2 | 3400 | 503 | .15* | 1098 | .32* |
| WBT | 2 | 3400 | 130 | .04 | 93 | .03 |
| WBR | f | | 125 | | 143 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .76 1.01

367 . Bake Pkwy. at I-5 NB Ramps

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 4 | 6800 | 3601 | .53* | 3243 | .48* |
| NBR | f | | 320 | | 1000 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 1188 | .23 | 1857 | .36 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1 | 1700 | 152 | .09* | 133 | .08* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 3 | 5100 | 1179 | .23 | 437 | .09 |
| Right Turn Adjustment | | | WBR | .14* | WBR | .01* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .81 .62

368 . Bake Pkwy. at I-5 SB Ramps

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 1324 | .26* | 2157 | .42* |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 1004 | .20 | 1265 | .25 |
| SBR | f | | 390 | | 827 | |
| EBL | 3 | 5100 | 2536 | .50* | 2204 | .43* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 476 | .28 | 236 | .14 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .81 | | .90 |

371 . Bake Pkwy. at Research Dr.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 81 | .05 | 29 | .02 |
| NBT | 3 | 5100 | 1034 | .20* | 908 | .18* |
| NBR | d | 1700 | 53 | .03 | 7 | .00 |
| SBL | 2 | 3400 | 430 | .13* | 225 | .07* |
| SBT | 3 | 5100 | 707 | .14 | 1093 | .21 |
| SBR | 1 | 1700 | 566 | .33 | 208 | .12 |
| EBL | 2 | 3400 | 97 | .03* | 479 | .14* |
| EBT | 2 | 3400 | 138 | .04 | 168 | .05 |
| EBR | d | 1700 | 13 | .01 | 16 | .01 |
| WBL | 1 | 1700 | 32 | .02 | 11 | .01 |
| WBT | 1 | 1700 | 155 | .09* | 273 | .16* |
| WBR | 1 | 1700 | 171 | .10 | 763 | .45 |
| Right Turn Adjustment | | SBR | | .03* | WBR | .24* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .53 | | .84 |

372 . Bake Pkwy. at ICD

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 113 | .03 | 189 | .06 |
| NBT | 3 | 5100 | 500 | .10* | 263 | .05* |
| NBR | d | 1700 | 91 | .05 | 21 | .01 |
| SBL | 2 | 3400 | 363 | .11* | 583 | .17* |
| SBT | 3 | 5100 | 135 | .03 | 449 | .09 |
| SBR | 1 | 1700 | 259 | .15 | 144 | .08 |
| EBL | 2 | 3400 | 205 | .06* | 248 | .07 |
| EBT | 3 | 5100 | 925 | .18 | 1415 | .28* |
| EBR | f | | 99 | | 161 | |
| WBL | 2 | 3400 | 7 | .00 | 29 | .01* |
| WBT | 4 | 6800 | 884 | .13* | 861 | .13 |
| WBR | d | 1700 | 551 | .32 | 468 | .28 |
| Right Turn Adjustment | | WBR | | .11* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .56 | | .56 |

373 . Lake Forest Dr. at SR-241 NB Ramps

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 203 | .06 | 381 | .11* |
| NBT | 2 | 3400 | 1180 | .35* | 1270 | .37 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 2 | 3400 | 890 | .26 | 930 | .27* |
| SBR | 1 | 1700 | 111 | .07 | 419 | .25 |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .40 | | .43 |

444 . Sand Canyon Av. at Burt Rd.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 14 | .01* | 9 | .01 |
| NBT | 3 | 5100 | 1155 | .24 | 3330 | .67* |
| NBR | 0 | 0 | 76 | | 91 | |
| SBL | 1 | 1700 | 93 | .05 | 107 | .06* |
| SBT | 3 | 5100 | 3750 | .74* | 1733 | .34 |
| SBR | 1 | 1700 | 71 | .04 | 10 | .01 |
| EBL | 1 | 1700 | 16 | .01 | 43 | .03* |
| EBT | 1 | 1700 | 1 | .00* | 3 | .00 |
| EBR | d | 1700 | 13 | .01 | 24 | .01 |
| WBL | 1 | 1700 | 67 | .04* | 49 | .03 |
| WBT | 1 | 1700 | 4 | .00 | 1 | .00* |
| WBR | 1 | 1700 | 80 | .05 | 100 | .06 |
| Right Turn Adjustment | | | | | WBR | .01* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .84 .82

452 . Jamboree Rd. at Santiago Canyon Rd.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 891 | .26* | 1765 | .52* |
| NBT | 1 | 1700 | 36 | .02 | 21 | .01 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 2 | 3400 | 11 | .00* | 28 | .01* |
| SBR | d | 1700 | 9 | .01 | 22 | .01 |
| EBL | 1 | 1700 | 14 | .01* | 19 | .01* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 2 | 3400 | 1639 | .48 | 825 | .24 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | EBR | .27* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .59 .59

463 . Jamboree Rd. at Chapman Ave.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 81 | .02 | 142 | .04 |
| NBT | 2 | 3400 | 271 | .08* | 745 | .22* |
| NBR | 2 | 3400 | 269 | .08 | 470 | .14 |
| SBL | 2 | 3400 | 784 | .23* | 503 | .15* |
| SBT | 3 | 5100 | 632 | .12 | 203 | .04 |
| SBR | 1 | 1700 | 240 | .14 | 150 | .09 |
| EBL | 2 | 3400 | 120 | .04 | 206 | .06* |
| EBT | 3 | 5100 | 1067 | .21* | 1177 | .23 |
| EBR | 1 | 1700 | 99 | .06 | 49 | .03 |
| WBL | 2 | 3400 | 429 | .13* | 208 | .06 |
| WBT | 3 | 5100 | 1419 | .28 | 1318 | .26* |
| WBR | 2 | 3400 | 539 | .16 | 779 | .23 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .70 .74

464 . SR-241/SR-261 SB Ramps at Chapman Ave.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1 | 1700 | 159 | .09* | 184 | .11* |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 2 | 3400 | 318 | .09 | 256 | .08 |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 3 | 5100 | 1911 | .37* | 1835 | .36 |
| EBR | 1 | 1700 | 660 | .39 | 172 | .10 |
| WBL | 2 | 3400 | 330 | .10* | 130 | .04 |
| WBT | 3 | 5100 | 1822 | .36 | 2264 | .44* |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .61 .60

486 . SR-133 SB Ramps at Trabuco Rd.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|--|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | | |
| | | | VOL | V/C | VOL | V/C | |
| NBL | 0 | 0 | 0 | | 0 | | |
| NBT | 0 | 0 | 0 | | 0 | | |
| NBR | 0 | 0 | 0 | | 0 | | |
| SBL | 1 | 1700 | 230 | .14* | 179 | .11* | |
| SBT | 0 | 0 | 0 | | 0 | | |
| SBR | 2 | 3400 | 372 | .11 | 201 | .06 | |
| EBL | 0 | 0 | 0 | | 0 | | |
| EBT | 2 | 3400 | 730 | .21 | 1121 | .33* | |
| EBR | 1 | 1700 | 371 | .22 | 337 | .20 | |
| WBL | 2 | 3400 | 409 | .12 | 333 | .10* | |
| WBT | 2 | 3400 | 1298 | .38* | 1239 | .36 | |
| WBR | 0 | 0 | 0 | | 0 | | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .57 .59

487 . SR-133 NB Ramps at Trabuco Rd.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|--|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | | |
| | | | VOL | V/C | VOL | V/C | |
| NBL | 2 | 3400 | 263 | .08* | 408 | .12* | |
| NBT | 0 | 0 | 0 | | 0 | | |
| NBR | 2 | 3400 | 533 | .16 | 541 | .16 | |
| SBL | 0 | 0 | 0 | | 0 | | |
| SBT | 0 | 0 | 0 | | 0 | | |
| SBR | 0 | 0 | 0 | | 0 | | |
| EBL | 0 | 0 | 0 | | 0 | | |
| EBT | 2 | 3400 | 937 | .28 | 1103 | .32* | |
| EBR | f | | 41 | | 201 | | |
| WBL | 1 | 1700 | 129 | .08 | 281 | .17* | |
| WBT | 2 | 3400 | 1437 | .42* | 1166 | .34 | |
| WBR | 0 | 0 | 0 | | 0 | | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .55 .66

514 . Alton Pkwy. at Rancho Pkwy.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|--|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | | |
| | | | VOL | V/C | VOL | V/C | |
| NBL | 2 | 3400 | 275 | .08 | 358 | .11 | |
| NBT | 3 | 5100 | 881 | .17 | 1849 | .36* | |
| NBR | 1 | 1700 | 190 | .11 | 272 | .16 | |
| SBL | 2 | 3400 | 95 | .03 | 62 | .02* | |
| SBT | 3 | 5100 | 2757 | .42* | 1041 | .20 | |
| SBR | 1 | 1700 | 141 | .08 | 80 | .05 | |
| EBL | 1 | 1700 | 170 | .04 | 123 | .07 | |
| EBT | 1 | 1700 | 137 | .08* | 155 | .09* | |
| EBR | 1 | 1700 | 355 | .21 | 297 | .17 | |
| WBL | 1 | 1700 | 171 | .10* | 192 | .11* | |
| WBT | 2 | 1700 | 96 | .08 | 132 | .12 | |
| WBR | 0 | 0 | 33 | | 78 | | |
| Right Turn Adjustment | | | EBR | .07* | | | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .80 .63

515 . Bake Pkwy. N at Rancho Pkwy.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|--|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | | |
| | | | VOL | V/C | VOL | V/C | |
| NBL | 0 | 0 | 0 | | 0 | | |
| NBT | 2 | 3400 | 892 | .26 | 1868 | .55* | |
| NBR | d | 1700 | 297 | .17 | 574 | .34 | |
| SBL | 1 | 1700 | 124 | .08 | 266 | .16* | |
| SBT | 2 | 3400 | 1787 | .53* | 1048 | .31 | |
| SBR | 0 | 0 | 0 | | 0 | | |
| EBL | 0 | 0 | 0 | | 0 | | |
| EBT | 0 | 0 | 0 | | 0 | | |
| EBR | 0 | 0 | 0 | | 0 | | |
| WBL | 2 | 3400 | 604 | .18* | 382 | .11* | |
| WBT | 0 | 0 | 0 | | 0 | | |
| WBR | 2 | 3400 | 207 | .06 | 272 | .08 | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .76 .87

555 . Bake Pkwy. at Rancho Pkwy. S

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 327 | .19* | 115 | .07 |
| NBT | 2 | 3400 | 923 | .27 | 1924 | .57* |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 2 | 3400 | 1719 | .51* | 1164 | .34 |
| SBR | 1 | 1700 | 73 | .28 | 247 | .15 |
| EBL | 2 | 3400 | 297 | .09* | 527 | .16* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 81 | .05 | 253 | .15 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .84 | | .78 | |

556 . Ridge Valley at Portola Pkwy.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 263 | .15* | 164 | .10* |
| NBT | 1 | 1700 | 21 | .01 | 95 | .06 |
| NBR | d | 1700 | 53 | .03 | 268 | .16 |
| SBL | 1 | 1700 | 115 | .07 | 24 | .01 |
| SBT | 2 | 3400 | 73 | .02* | 59 | .02* |
| SBR | d | 1700 | 36 | .02 | 17 | .01 |
| EBL | 1 | 1700 | 21 | .01* | 8 | .00 |
| EBT | 2 | 3400 | 452 | .13 | 977 | .29* |
| EBR | d | 1700 | 126 | .07 | 174 | .10 |
| WBL | 1 | 1700 | 200 | .12 | 87 | .05* |
| WBT | 2 | 3400 | 1021 | .30* | 589 | .17 |
| WBR | d | 1700 | 18 | .01 | 77 | .05 |
| Right Turn Adjustment | | | | | NBR | .01* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .53 | | .52 | |

558 . 0 St. at Irvine Bl.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 122 | .04 | 217 | .06 |
| NBT | 2 | 3400 | 50 | .01* | 232 | .07* |
| NBR | d | 1700 | 78 | .05 | 100 | .06 |
| SBL | 1 | 1700 | 272 | .16* | 123 | .07* |
| SBT | 2 | 3400 | 337 | .10 | 108 | .03 |
| SBR | f | | 422 | | 269 | |
| EBL | 2 | 3400 | 117 | .03 | 391 | .12* |
| EBT | 3 | 5100 | 1820 | .36* | 1556 | .31 |
| EBR | 1 | 1700 | 251 | .15 | 161 | .09 |
| WBL | 2 | 3400 | 162 | .05* | 101 | .03 |
| WBT | 3 | 5100 | 1876 | .37 | 2253 | .44* |
| WBR | 1 | 1700 | 84 | .05 | 256 | .15 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .63 | | .75 | |

559 . 0 St. at Trabuco Rd.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 150 | .04* | 424 | .12* |
| NBT | 2 | 3400 | 56 | .02 | 364 | .12 |
| NBR | 0 | 0 | 5 | | 33 | |
| SBL | 1 | 1700 | 31 | .02 | 45 | .03 |
| SBT | 2 | 3400 | 336 | .10* | 260 | .08* |
| SBR | 1 | 1700 | 895 | .53 | 578 | .34 |
| EBL | 2 | 3400 | 520 | .15* | 723 | .21* |
| EBT | 2 | 3400 | 415 | .12 | 563 | .17 |
| EBR | 1 | 1700 | 523 | .31 | 358 | .21 |
| WBL | 1 | 1700 | 23 | .01 | 22 | .01 |
| WBT | 2 | 3400 | 560 | .17* | 458 | .15* |
| WBR | 0 | 0 | 25 | | 43 | |
| Right Turn Adjustment | | | SBR | .28* | SBR | .05* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .79 | | .66 | |

560 . O St. at Marine Wy.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 2 | 3400 | 296 | .09* | 386 | .11* |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 1 | 1700 | 149 | .09 | 284 | .17 |
| EBL | 1 | 1700 | 59 | .03* | 288 | .17* |
| EBT | 2 | 3400 | 904 | .27 | 954 | .28 |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 2 | 3400 | 1161 | .34* | 976 | .29* |
| WBR | 1 | 1700 | 151 | .09 | 402 | .24 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .51 .62

562 . D St. at Marine Wy.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1 | 1700 | 1 | .00 | 1 | .00 |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 1 | 1700 | 1 | .00 | 1 | .00 |
| EBL | 1 | 1700 | 1 | .00 | 1 | .00 |
| EBT | 2 | 3400 | 1017 | .30 | 1230 | .36 |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 2 | 3400 | 1483 | .44* | 1330 | .39* |
| WBR | 0 | 0 | 1 | | 1 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .49 .44

563 . B St. at Irvine Bl.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 85 | .05* | 160 | .09* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 1 | 1700 | 56 | .03 | 81 | .05 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 3 | 5100 | 2514 | .49* | 1839 | .36 |
| EBR | 1 | 1700 | 234 | .14 | 111 | .07 |
| WBL | 1 | 1700 | 126 | .07* | 89 | .05 |
| WBT | 3 | 5100 | 2065 | .40 | 2900 | .57* |
| WBR | 0 | 0 | 0 | | 10 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .66 .71

564 . C St. at Marine Wy.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 77 | .05 | 30 | .02 |
| NBT | 1 | 1700 | 63 | .10* | 26 | .06* |
| NBR | 0 | 0 | 100 | | 75 | |
| SBL | 1 | 1700 | 25 | .01* | 165 | .10* |
| SBT | 1 | 1700 | 6 | .01 | 59 | .07 |
| SBR | 0 | 0 | 19 | | 67 | |
| EBL | 1 | 1700 | 61 | .04* | 49 | .03 |
| EBT | 2 | 3400 | 837 | .25 | 1210 | .37* |
| EBR | 0 | 0 | 17 | | 44 | |
| WBL | 1 | 1700 | 57 | .03 | 97 | .06* |
| WBT | 2 | 3400 | 1399 | .45* | 1043 | .34 |
| WBR | 0 | 0 | 126 | | 106 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .65 .64

566 . Marine Wy. at Barranca Pkwy.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 121 | .07* | 99 | .06 |
| NBT | 2 | 3400 | 320 | .09 | 466 | .14* |
| NBR | 1 | 1700 | 89 | .05 | 117 | .07 |
| SBL | 2 | 3400 | 269 | .08 | 309 | .09* |
| SBT | 2 | 3400 | 482 | .14* | 346 | .10 |
| SBR | 1 | 1700 | 359 | .21 | 268 | .16 |
| EBL | 2 | 3400 | 178 | .05* | 444 | .13 |
| EBT | 2 | 3400 | 452 | .13 | 1015 | .30* |
| EBR | 1 | 1700 | 90 | .05 | 125 | .07 |
| WBL | 2 | 3400 | 149 | .04 | 90 | .03* |
| WBT | 2 | 3400 | 1009 | .30* | 653 | .19 |
| WBR | 1 | 1700 | 312 | .18 | 340 | .20 |
| Right Turn Adjustment | | | SBR | .03* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .64 .61

567 . Marine Wy. at Alton Pkwy.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 536 | .16* | 431 | .13* |
| NBT | 2 | 3400 | 415 | .12 | 398 | .12 |
| NBR | 1 | 1700 | 191 | .11 | 211 | .12 |
| SBL | 1 | 1700 | 104 | .06 | 113 | .07 |
| SBT | 2 | 3400 | 303 | .09* | 413 | .12* |
| SBR | 1 | 1700 | 284 | .17 | 224 | .13 |
| EBL | 2 | 3400 | 233 | .07* | 256 | .08 |
| EBT | 3 | 5100 | 1004 | .20 | 1206 | .24* |
| EBR | f | | 313 | | 496 | |
| WBL | 2 | 3400 | 164 | .05 | 191 | .06* |
| WBT | 3 | 5100 | 1349 | .26* | 955 | .19 |
| WBR | 1 | 1700 | 122 | .07 | 96 | .06 |
| Right Turn Adjustment | | | SBR | .03* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .66 .60

568 . Marine Wy. at Rockfield Bl.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 0 | .00 | 0 | .00 |
| NBT | 2 | 3400 | 1275 | .38* | 990 | .29 |
| NBR | 1 | 1700 | 0 | .00 | 0 | .00 |
| SBL | 1 | 1700 | 0 | .00 | 0 | .00 |
| SBT | 2 | 3400 | 725 | .21 | 1160 | .34* |
| SBR | 1 | 1700 | 0 | .00 | 0 | .00 |
| EBL | 1 | 1700 | 1 | .00 | 1 | .00 |
| EBT | 1 | 1700 | 0 | .00 | 0 | .00 |
| EBR | 0 | 0 | 1 | | 1 | |
| WBL | 1 | 1700 | 1 | .00 | 1 | .00 |
| WBT | 1 | 1700 | 0 | .00* | 0 | .00* |
| WBR | 1 | 1700 | 1 | .00 | 1 | .00 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .43 .39

569 . Bake Pkwy. at Marine Wy.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 902 | .27* | 503 | .15* |
| NBT | 4 | 6800 | 2746 | .40 | 2800 | .41 |
| NBR | 1 | 1700 | 33 | .02 | 0 | .00 |
| SBL | 1 | 1700 | 24 | .01 | 0 | .00 |
| SBT | 5 | 8500 | 2807 | .40* | 2729 | .36* |
| SBR | 0 | 0 | 617 | | 304 | |
| EBL | 2 | 3400 | 200 | .06* | 495 | .15* |
| EBT | 1 | 1700 | 13 | .01 | 40 | .02 |
| EBR | 2 | 3400 | 297 | .09 | 729 | .21 |
| WBL | 2 | 3400 | 5 | .00 | 22 | .01 |
| WBT | 2 | 3400 | 11 | .00* | 23 | .01* |
| WBR | 0 | 0 | 4 | | 15 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .78 .72

571 . Portola Springs at Portola Pkwy.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 379 | .11* | 330 | .10* |
| NBT | 1 | 1700 | 10 | .03 | 23 | .06 |
| NBR | 0 | 0 | 45 | | 77 | |
| SBL | 1 | 1700 | 37 | .02 | 23 | .01 |
| SBT | 1 | 1700 | 89 | .05* | 67 | .04* |
| SBR | d | 1700 | 305 | .18 | 102 | .06 |
| EBL | 1 | 1700 | 10 | .01* | 22 | .01 |
| EBT | 2 | 3400 | 477 | .14 | 899 | .26* |
| EBR | 1 | 1700 | 127 | .07 | 280 | .16 |
| WBL | 1 | 1700 | 24 | .01 | 33 | .02* |
| WBT | 2 | 3400 | 756 | .22* | 438 | .13 |
| WBR | d | 1700 | 0 | .00 | 4 | .00 |
| Right Turn Adjustment | | | SBR | .12* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .56 | | .47 | |

572 . Modjeska at Irvine Bl.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 44 | .03 | 61 | .04 |
| NBT | 1 | 1700 | 39 | .02* | 82 | .05* |
| NBR | 1 | 1700 | 118 | .07 | 119 | .07 |
| SBL | 2 | 3400 | 393 | .12* | 258 | .08* |
| SBT | 1 | 1700 | 63 | .04 | 76 | .04 |
| SBR | d | 1700 | 149 | .09 | 131 | .08 |
| EBL | 1 | 1700 | 81 | .05 | 131 | .08* |
| EBT | 3 | 5100 | 2104 | .41* | 1683 | .33 |
| EBR | 1 | 1700 | 32 | .02 | 56 | .03 |
| WBL | 1 | 1700 | 95 | .06* | 148 | .09 |
| WBT | 3 | 5100 | 1921 | .38 | 2429 | .48* |
| WBR | 1 | 1700 | 200 | .12 | 347 | .20 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .66 | | .74 | |

637 . Sterling at Muirlands Bl.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 0 | .00 | 0 | .00 |
| NBT | 1 | 1700 | 0 | .00 | 0 | .00 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1 | 1700 | 5 | .00 | 27 | .02 |
| SBT | 1 | 1700 | 0 | .03* | 0 | .07* |
| SBR | 0 | 0 | 43 | | 125 | |
| EBL | 1 | 1700 | 144 | .08* | 50 | .03 |
| EBT | 2 | 3400 | 257 | .08 | 983 | .29* |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1 | 1700 | 0 | .00 | 0 | .00 |
| WBT | 2 | 3400 | 582 | .18* | 405 | .13 |
| WBR | 0 | 0 | 27 | | 20 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .34 .41

640 . Thomas at Muirlands Bl.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 41 | .02 | 115 | .07* |
| NBT | 1 | 1700 | 30 | .02* | 6 | .00 |
| NBR | d | 1700 | 4 | .00 | 12 | .01 |
| SBL | 1 | 1700 | 10 | .01* | 12 | .01 |
| SBT | 1 | 1700 | 6 | .00 | 9 | .01* |
| SBR | d | 1700 | 4 | .00 | 64 | .04 |
| EBL | 1 | 1700 | 19 | .01* | 4 | .00 |
| EBT | 2 | 3400 | 156 | .05 | 858 | .25* |
| EBR | d | 1700 | 63 | .04 | 84 | .05 |
| WBL | 1 | 1700 | 30 | .02 | 1 | .00 |
| WBT | 2 | 3400 | 574 | .17* | 235 | .07 |
| WBR | d | 1700 | 12 | .01 | 1 | .00 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .26 .38

627 . LY St. at Irvine Bl.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 60 | .04* | 78 | .05* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 1 | 1700 | 60 | .04 | 82 | .05 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 3 | 5100 | 2110 | .41* | 1732 | .34 |
| EBR | 1 | 1700 | 61 | .04 | 55 | .03 |
| WBL | 1 | 1700 | 59 | .03* | 85 | .05 |
| WBT | 3 | 5100 | 2050 | .40 | 2528 | .50* |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .53 .60

790 . Z St. at Irvine Bl.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 54 | .03 | 60 | .04* |
| NBT | 1 | 1700 | 7 | .00* | 17 | .01 |
| NBR | 1 | 1700 | 69 | .04 | 44 | .03 |
| SBL | 1 | 1700 | 174 | .10* | 56 | .03 |
| SBT | 1 | 1700 | 31 | .02 | 18 | .01* |
| SBR | 1 | 1700 | 135 | .08 | 75 | .04 |
| EBL | 1 | 1700 | 34 | .02 | 83 | .05* |
| EBT | 3 | 5100 | 2557 | .50* | 1934 | .38 |
| EBR | 1 | 1700 | 59 | .03 | 54 | .03 |
| WBL | 1 | 1700 | 50 | .03* | 88 | .05 |
| WBT | 3 | 5100 | 2070 | .41 | 2870 | .56* |
| WBR | 1 | 1700 | 29 | .02 | 90 | .05 |
| Right Turn Adjustment | | | NBR | .02* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .70 .71

800 . LQ St. at Irvine Bl.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-----------------------|-----------------------|--|------|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 1 | 1700 | 62 .04 | 84 .05* | | |
| NBT | 1 | 1700 | 17 .01* | 43 .03 | | |
| NBR | 1 | 1700 | 194 .11 | 146 .09 | | |
| SBL | 1 | 1700 | 145 .09* | 64 .04 | | |
| SBT | 1 | 1700 | 30 .05 | 20 .03* | | |
| SBR | 0 | 0 | 47 | 37 | | |
| EBL | 1 | 1700 | 26 .02 | 62 .04* | | |
| EBT | 3 | 5100 | 2562 .50* | 1873 .37 | | |
| EBR | 1 | 1700 | 64 .04 | 66 .04 | | |
| WBL | 2 | 3400 | 155 .05* | 174 .05 | | |
| WBT | 3 | 5100 | 2030 .40 | 2784 .55* | | |
| WBR | 1 | 1700 | 47 .03 | 164 .10 | | |
| Right Turn Adjustment | | | NBR .06* | | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .76 .72

799 . "B" St. at Marine Wy.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-----------------------|-----------------------|--|------|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 1 | 1700 | 95 .06 | 56 .03 | | |
| NBT | 1 | 1700 | 34 .03* | 53 .04* | | |
| NBR | 0 | 0 | 22 | 12 | | |
| SBL | 1 | 1700 | 118 .07* | 57 .03* | | |
| SBT | 1 | 1700 | 54 .03 | 49 .03 | | |
| SBR | 1 | 1700 | 522 .31 | 259 .15 | | |
| EBL | 1 | 1700 | 137 .08* | 434 .26* | | |
| EBT | 2 | 3400 | 770 .24 | 901 .29 | | |
| EBR | 0 | 0 | 34 | 83 | | |
| WBL | 1 | 1700 | 11 .01 | 18 .01 | | |
| WBT | 2 | 3400 | 983 .29* | 955 .28* | | |
| WBR | 1 | 1700 | 39 .02 | 103 .06 | | |
| Right Turn Adjustment | | | SBR .21* | | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .73 .66

820 . Fairbanks at Irvine Bl.

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-----------------------|-----------------------|--|------|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 1 | 1700 | 3 .00 | 86 .05 | | |
| NBT | 1 | 1700 | 124 .12* | 52 .26* | | |
| NBR | 0 | 0 | 74 | 396 | | |
| SBL | 1 | 1700 | 62 .04* | 131 .08* | | |
| SBT | 1 | 1700 | 34 .03 | 113 .22 | | |
| SBR | 0 | 0 | 25 | 256 | | |
| EBL | 1 | 1700 | 223 .13* | 55 .03* | | |
| EBT | 3 | 5100 | 1574 .33 | 1443 .29 | | |
| EBR | 0 | 0 | 85 | 14 | | |
| WBL | 1 | 1700 | 241 .14 | 44 .03 | | |
| WBT | 3 | 5100 | 1812 .39* | 1948 .39* | | |
| WBR | 0 | 0 | 183 | 54 | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .73 .81

821 . Alton Pw. at Fairbanks

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-----------------------|-----------------------|--|------|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 1 | 1700 | 80 .05* | 118 .07 | | |
| NBT | 3 | 5100 | 741 .17 | 1799 .39* | | |
| NBR | 0 | 0 | 120 | 189 | | |
| SBL | 1 | 1700 | 192 .11 | 152 .09* | | |
| SBT | 3 | 5100 | 1973 .41* | 810 .18 | | |
| SBR | 0 | 0 | 139 | 102 | | |
| EBL | 1 | 1700 | 69 .04 | 130 .08* | | |
| EBT | 1 | 1700 | 98 .13* | 119 .11 | | |
| EBR | 0 | 0 | 117 | 71 | | |
| WBL | 1 | 1700 | 70 .04* | 59 .03 | | |
| WBT | 1 | 1700 | 41 .05 | 70 .11* | | |
| WBR | 0 | 0 | 41 | 111 | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .68 .72

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|-----------|----------|-----------|----------|
| | LANES | CAPACITY | AM PK VOL | HOUR V/C | PM PK VOL | HOUR V/C |
| NBL | 0.5 | | 63 | {.04}* | 49 | |
| NBT | 1.5 | 3400 | 118 | .05 | 319 | .11* |
| NBR | 0 | | 2 | | 1 | |
| SBL | 0.5 | | 66 | | 70 | {.04}* |
| SBT | 1.5 | 3400 | 467 | .21* | 203 | .10 |
| SBR | 0 | | 182 | | 71 | |
| EBL | 0.5 | | 23 | {.01}* | 105 | |
| EBT | 0.5 | 1700 | 8 | .05 | 29 | .15* |
| EBR | 0 | | 47 | | 118 | |
| WBL | 0.5 | | 1 | | 4 | |
| WBT | 0.5 | 1700 | 30 | .07* | 21 | .07 |
| WBR | 0 | | 82 | | 93 | |
| Clearance Interval | | | | .05* | .05* | |
| TOTAL CAPACITY UTILIZATION | | | | .38 | .35 | |

603 . "O" St & "LN" St

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 16 | .01* | 52 | .03 |
| NBT | 2 | 3400 | 153 | .06 | 397 | .17* |
| NBR | 0 | 0 | 50 | | 186 | |
| SBL | 1 | 1700 | 2 | .00 | 3 | .00 |
| SBT | 2 | 3400 | 570 | .17* | 313 | .10 |
| SBR | 0 | 0 | 8 | | 13 | |
| EBL | 1 | 1700 | 11 | .01 | 9 | .01 |
| EBT | 1 | 1700 | 15 | .05* | 13 | .03* |
| EBR | 0 | 0 | 63 | | 34 | |
| WBL | 1 | 1700 | 155 | .09* | 89 | .05* |
| WBT | 1 | 1700 | 10 | .01 | 15 | .01 |
| WBR | 0 | 0 | 3 | | 2 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .37 .30

605 . "O" St & "LQ" St

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|--------|------------|--------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0.5 | | 25 | {.01}* | 0 | |
| NBT | 1.5 | 3400 | 226 | .11 | 667 | .27* |
| NBR | 0 | | 134 | | 240 | |
| SBL | 0.5 | | 1 | | 1 | |
| SBT | 1.5 | 3400 | 842 | .26* | 457 | .14 |
| SBR | 0 | | 48 | | 20 | |
| EBL | 0.5 | | 7 | | 27 | |
| EBT | 0.5 | 1700 | 35 | .02 | 93 | .09* |
| EBR | 0 | | 0 | | 26 | |
| WBL | 0.5 | | 266 | | 150 | {.09}* |
| WBT | 0.5 | 1700 | 98 | .22* | 50 | .12 |
| WBR | 0 | | 2 | | 2 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .54 .50

608 . "O" St & "LV" St

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 12 | .01* | 26 | .02 |
| NBT | 2 | 3400 | 133 | .05 | 552 | .18* |
| NBR | 0 | 0 | 26 | | 71 | |
| SBL | 1 | 1700 | 2 | .00 | 13 | .01* |
| SBT | 2 | 3400 | 544 | .21* | 469 | .16 |
| SBR | 0 | 0 | 178 | | 73 | |
| EBL | 1 | 1700 | 16 | .01 | 107 | .06 |
| EBT | 1 | 1700 | 6 | .03* | 23 | .05* |
| EBR | 0 | 0 | 39 | | 64 | |
| WBL | 1 | 1700 | 53 | .03* | 93 | .05* |
| WBT | 1 | 1700 | 24 | .02 | 11 | .01 |
| WBR | 0 | 0 | 6 | | 11 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .33 .34

626 . "LY" St & "LQ" St

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|--------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0.5 | | 1 | | 1 | |
| NBT | 0.5 | 1700 | 15 | .03 | 135 | .11* |
| NBR | 0 | | 27 | | 49 | |
| SBL | 0.5 | | 0 | | 0 | |
| SBT | 0.5 | 1700 | 214 | .13* | 80 | .05 |
| SBR | 0 | | 1 | | 1 | |
| EBL | 0.5 | | 1 | | 2 | |
| EBT | 0.5 | 1700 | 228 | .14 | 395 | .23* |
| EBR | 0 | | 1 | | 2 | |
| WBL | 0.5 | | 29 | | 58 | {.03}* |
| WBT | 0.5 | 1700 | 431 | .27* | 261 | .19 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .45 .42

631 . "LY" ST & "LQ" St

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 7 | .00 | 63 | .04* |
| NBT | 1 | 1700 | 33 | .02 | 162 | .10 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 1 | 1700 | 101 | .06* | 126 | .07* |
| SBR | 1 | 1700 | 139 | .08 | 15 | .01 |
| EBL | 1 | 1700 | 13 | .01* | 29 | .02* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 19 | .01 | 88 | .05 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | SBR | .01* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .13 | | .18 |

782 . "A" St & "LQ" St

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0.5 | | 35 | | 20 | |
| SBT | 0 | 1700 | 0 | .04* | 0 | .04* |
| SBR | 0.5 | | 38 | | 44 | |
| EBL | 0.5 | | 5 | | 7 | |
| EBT | 0.5 | 1700 | 262 | .16 | 404 | .24* |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 1 | 1700 | 380 | .23* | 263 | .17 |
| WBR | 0 | 0 | 15 | | 32 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .32 | | .33 |

787 . "Z" St & "LQ" St

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0.5 | | 3 | | 0 | |
| SBT | 0 | 1700 | 0 | | 0 | |
| SBR | 0.5 | | 3 | | 1 | |
| EBL | 1 | 1700 | 12 | .01* | 29 | .02 |
| EBT | 1 | 1700 | 307 | .18 | 369 | .22* |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 1 | 1700 | 358 | .21* | 301 | .18 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .27 | | .27 |

798 . "B" St & "LQ" St

| ITAM 8.4-10 2030 Opt2 (IRVINE ISEC) | | | | | | |
|-------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 20 | .01* | 35 | .02* |
| NBT | 1 | 1700 | 114 | .07 | 123 | .07 |
| NBR | 0 | 0 | 1 | | 2 | |
| SBL | 1 | 1700 | 19 | .01 | 1 | .00 |
| SBT | 1 | 1700 | 110 | .07* | 147 | .10* |
| SBR | 0 | 0 | 4 | | 18 | |
| EBL | 1 | 1700 | 21 | .01* | 4 | .00 |
| EBT | 1 | 1700 | 252 | .17 | 340 | .22* |
| EBR | 0 | 0 | 38 | | 26 | |
| WBL | 1 | 1700 | 1 | .00 | 1 | .00 |
| WBT | 1 | 1700 | 334 | .21* | 248 | .16 |
| WBR | 0 | 0 | 26 | | 20 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .35 | | .39 |

306 . Sand Canyon. Av. at Oak Cyn./Laguna Cyn. R

| ITAM 8.4-10 2030 Opt2 Imp(IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 116 | .07 | 200 | .12 |
| NBT | 3 | 5100 | 761 | .15* | 1592 | .31* |
| NBR | 1 | 1700 | 175 | .10 | 134 | .08 |
| SBL | 2 | 3400 | 1589 | .47* | 591 | .17* |
| SBT | 3 | 5100 | 1804 | .35 | 1030 | .20 |
| SBR | d | 1700 | 376 | .22 | 195 | .11 |
| EBL | 2 | 3400 | 101 | .03* | 319 | .09 |
| EBT | 1 | 1700 | 146 | .09 | 256 | .15* |
| EBR | d | 1700 | 104 | .06 | 85 | .05 |
| WBL | 2 | 3400 | 72 | .02 | 187 | .06* |
| WBT | 1 | 1700 | 227 | .13* | 85 | .05 |
| WBR | f | | 338 | | 1485 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .83 | | .74 |

366 . Bake Pkwy. at Rockfield Bl.

| ITAM 8.4-10 2030 Opt2 Imp(IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 323 | .10* | 75 | .02 |
| NBT | 4 | 6800 | 3136 | .46 | 3128 | .46* |
| NBR | f | | 577 | | 383 | |
| SBL | 2 | 3400 | 237 | .07 | 441 | .13* |
| SBT | 4 | 6800 | 3081 | .45* | 1895 | .28 |
| SBR | 1 | 1700 | 17 | .01 | 21 | .01 |
| EBL | 1 | 1700 | 3 | .00 | 19 | .01 |
| EBT | 2 | 3400 | 46 | .01* | 186 | .05* |
| EBR | f | | 30 | | 417 | |
| WBL | 3 | 5100 | 503 | .10* | 1098 | .22* |
| WBT | 1 | 1700 | 130 | .08 | 93 | .05 |
| WBR | f | | 125 | | 143 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .71 | | .91 |

FORECAST INTERSECTION VOLUMES

ITAM SHEETS

**HERITAGE FIELDS PROJECT 2012 – GPA/ZC TRAFFIC STUDY
YEAR 2035 – WITH 2011 APPROVED PROJECT**

268 . W. Yale Loop at Alton Pkwy.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 204 | .12* | 167 | .10* |
| NBT | 2 | 3400 | 223 | .07 | 235 | .07 |
| NBR | d | 1700 | 184 | .11 | 280 | .16 |
| SBL | 1 | 1700 | 131 | .08 | 57 | .03 |
| SBT | 2 | 3400 | 322 | .09* | 129 | .04* |
| SBR | d | 1700 | 138 | .08 | 125 | .07 |
| EBL | 1 | 1700 | 117 | .07* | 112 | .07 |
| EBT | 2 | 3400 | 875 | .26 | 1173 | .35* |
| EBR | d | 1700 | 179 | .11 | 216 | .13 |
| WBL | 1 | 1700 | 89 | .05 | 235 | .14* |
| WBT | 2 | 3400 | 1147 | .34* | 1048 | .31 |
| WBR | d | 1700 | 120 | .07 | 112 | .07 |
| Clearance Interval | | | | .05* | .05* | |
| TOTAL CAPACITY UTILIZATION | | | | .67 | .68 | |

271 . E. Yale Lp. at Alton Pkwy.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 229 | .13* | 118 | .07* |
| NBT | 2 | 3400 | 229 | .07 | 180 | .05 |
| NBR | d | 1700 | 532 | .31 | 253 | .15 |
| SBL | 2 | 3400 | 226 | .07 | 189 | .06 |
| SBT | 2 | 3400 | 118 | .03* | 149 | .04* |
| SBR | d | 1700 | 155 | .09 | 102 | .06 |
| EBL | 1 | 1700 | 179 | .11* | 278 | .16 |
| EBT | 2 | 3400 | 785 | .29 | 1148 | .38* |
| EBR | 0 | 0 | 185 | | 156 | |
| WBL | 2 | 3400 | 197 | .06 | 455 | .13* |
| WBT | 2 | 3400 | 1070 | .31* | 1039 | .31 |
| WBR | d | 1700 | 143 | .08 | 143 | .08 |
| Right Turn Adjustment | | | NBR | .12* | | |
| Clearance Interval | | | | .05* | .05* | |
| TOTAL CAPACITY UTILIZATION | | | | .75 | .67 | |

282 . Jeffrey Rd. at Portola Pkwy.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 945 | .28* | 739 | .22* |
| NBT | 2 | 3400 | 229 | .07 | 200 | .06 |
| NBR | 1 | 1700 | 57 | .03 | 131 | .08 |
| SBL | 2 | 3400 | 367 | .11 | 382 | .11 |
| SBT | 3 | 5100 | 362 | .08* | 239 | .06* |
| SBR | 0 | 0 | 66 | | 70 | |
| EBL | 2 | 3400 | 127 | .04 | 325 | .10 |
| EBT | 3 | 5100 | 1006 | .20* | 828 | .16* |
| EBR | 1 | 1700 | 518 | .30 | 358 | .21 |
| WBL | 2 | 3400 | 260 | .08* | 493 | .15* |
| WBT | 3 | 5100 | 869 | .17 | 641 | .13 |
| WBR | d | 1700 | 154 | .09 | 145 | .09 |
| Clearance Interval | | | | .05* | .05* | |
| Note: Assumes Right-Turn Overlap for EBR | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | .69 | .64 | |

283 . Jeffrey Rd. at Irvine Bl.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 149 | .04* | 423 | .12 |
| NBT | 3 | 5100 | 696 | .14 | 922 | .18* |
| NBR | f | | 285 | | 375 | |
| SBL | 2 | 3400 | 374 | .11 | 283 | .08* |
| SBT | 3 | 5100 | 1256 | .25* | 585 | .11 |
| SBR | 1 | 1700 | 142 | .08 | 212 | .12 |
| EBL | 2 | 3400 | 168 | .05* | 115 | .03* |
| EBT | 3 | 5100 | 1565 | .31 | 1351 | .26 |
| EBR | d | 1700 | 300 | .18 | 275 | .16 |
| WBL | 2 | 3400 | 266 | .08 | 280 | .08 |
| WBT | 3 | 5100 | 1791 | .35* | 1896 | .37* |
| WBR | d | 1700 | 277 | .16 | 403 | .24 |
| Clearance Interval | | | | .05* | .05* | |
| TOTAL CAPACITY UTILIZATION | | | | .74 | .71 | |

284 . Jeffrey Rd. at Bryan Av.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|-------------|-------------------|-------------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 2 | 3400 | 160 | .05* | 358 | .11 |
| NBT | 3 | 5100 | 730 | .17 | 1348 | .34* |
| NBR | 0 | 0 | 154 | | 392 | |
| SBL | 2 | 3400 | 75 | .02 | 77 | .02* |
| SBT | 3 | 5100 | 1407 | .28* | 801 | .16 |
| SBR | 1 | 1700 | 370 | .22 | 271 | .16 |
| EBL | 1 | 1700 | 311 | .18* | 244 | .14* |
| EBT | 0.5 | 3400 | 160 | {.10} | 220 | .13 |
| EBR | 1.5 | | 231 | | 227 | |
| WBL | 2 | 3400 | 462 | .14 | 211 | .06 |
| WBT | 1 | 1700 | 300 | .18* | 211 | .12* |
| WBR | d | 1700 | 119 | .07 | 98 | .06 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .74 .67

285 . Jeffrey Rd. at Trabuco Rd.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|-------------|-------------------|-------------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 2 | 3400 | 119 | .04* | 223 | .07 |
| NBT | 3 | 5100 | 759 | .15 | 1945 | .38* |
| NBR | d | 1700 | 279 | .16 | 461 | .27 |
| SBL | 2 | 3400 | 277 | .08 | 98 | .03* |
| SBT | 4 | 6800 | 1600 | .24* | 1010 | .15 |
| SBR | 1 | 1700 | 336 | .20 | 154 | .09 |
| EBL | 2 | 3400 | 240 | .07 | 353 | .10* |
| EBT | 2 | 3400 | 554 | .16* | 583 | .17 |
| EBR | 1 | 1700 | 131 | .08 | 146 | .09 |
| WBL | 2 | 3400 | 569 | .17* | 246 | .07 |
| WBT | 2 | 3400 | 744 | .22 | 624 | .18* |
| WBR | 1 | 1700 | 81 | .05 | 267 | .16 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .66 .74

286 . Jeffrey Rd. at Roosevelt

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|-------------|-------------------|-------------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 2 | 3400 | 115 | .03* | 372 | .11 |
| NBT | 3 | 5100 | 953 | .19 | 2391 | .47* |
| NBR | 1 | 1700 | 352 | .21 | 536 | .32 |
| SBL | 2 | 3400 | 115 | .03 | 180 | .05* |
| SBT | 3 | 5100 | 2251 | .44* | 1316 | .26 |
| SBR | d | 1700 | 11 | .01 | 19 | .01 |
| EBL | 1 | 1700 | 12 | .01 | 17 | .01 |
| EBT | 0.5 | 3400 | 203 | {.15}* | 316 | .19* |
| EBR | 1.5 | | 356 | | 203 | |
| WBL | 2 | 3400 | 733 | .22* | 454 | .13* |
| WBT | 1 | 1700 | 294 | .17 | 250 | .15 |
| WBR | d | 1700 | 215 | .13 | 136 | .08 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .89 .89

287 . Jeffrey Rd. at I-5 NB Ramps

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|-------------|-------------------|-------------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 916 | .18 | 2496 | .49* |
| NBR | f | | 250 | | 280 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 2764 | .54* | 1741 | .34 |
| SBR | f | | 610 | | 240 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1.5 | | 466 | .14* | 599 | |
| WBT | 0 | 5100 | 0 | | 0 | .28* |
| WBR | 1.5 | | 474 | {.01} | 834 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .73 .82

293 . Jeffrey Rd. at I-405 NB Ramps

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---|-------|----------|-------------------|-------------|-------------------|-------------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 1639 | .32 | 2165 | .42* |
| NBR | f | | 330 | | 110 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 2063 | .40* | 1622 | .32 |
| SBR | f | | 1320 | | 600 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 3 | 5100 | 1167 | .23* | 1378 | .27* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 1 | 1700 | 311 | .18 | 545 | .32 |
| Right Turn Adjustment Clearance Interval | | | | | WBR | .05* |
| | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .68 | | .79 | |

294 . University Dr. at I-405 SB Ramps

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|-------------|-------------------|-------------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 1439 | .28 | 1764 | .35 |
| NBR | f | | 1060 | | 1120 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 2458 | .48* | 2382 | .47* |
| SBR | f | | 300 | | 300 | |
| EBL | 2 | 3400 | 481 | .14* | 626 | .18* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 132 | .08 | 128 | .08 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .67 | | .70 | |

300 . Sand Canyon. Av. at Portola Pkwy.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|-------------|-------------------|-------------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 2 | 3400 | 243 | .07* | 625 | .18* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 2 | 3400 | 417 | .12 | 385 | .11 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 2 | 3400 | 783 | .23* | 825 | .24* |
| EBR | f | | 699 | | 246 | |
| WBL | 2 | 3400 | 441 | .13* | 404 | .12* |
| WBT | 2 | 3400 | 1037 | .31 | 955 | .28 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .48 | | .59 | |

301 . Sand Canyon. Av. at Irvine Bl.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|-------------|-------------------|-------------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 2 | 3400 | 104 | .03* | 511 | .15* |
| NBT | 3 | 5100 | 550 | .11 | 807 | .16 |
| NBR | 2 | 3400 | 275 | .08 | 442 | .13 |
| SBL | 2 | 3400 | 427 | .13 | 115 | .03 |
| SBT | 2 | 3400 | 964 | .28* | 547 | .16* |
| SBR | 1 | 1700 | 109 | .06 | 238 | .14 |
| EBL | 2 | 3400 | 264 | .08 | 176 | .05* |
| EBT | 4 | 6800 | 1542 | .23* | 1053 | .15 |
| EBR | 1 | 1700 | 369 | .22 | 169 | .10 |
| WBL | 2 | 3400 | 500 | .15* | 414 | .12 |
| WBT | 3 | 5100 | 1349 | .26 | 1791 | .35* |
| WBR | 1 | 1700 | 147 | .09 | 447 | .26 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .74 | | .76 | |

302 . Sand Canyon. Av. at Trabuco Pkwy.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 198 | .06* | 681 | .20 |
| NBT | 3 | 5100 | 467 | .09 | 1978 | .39* |
| NBR | f | | 227 | | 475 | |
| SBL | 2 | 3400 | 328 | .10 | 392 | .12* |
| SBT | 3 | 5100 | 2268 | .44* | 761 | .15 |
| SBR | 1 | 1700 | 91 | .05 | 160 | .09 |
| EBL | 2 | 3400 | 157 | .05 | 168 | .05 |
| EBT | 3 | 5100 | 355 | .07* | 533 | .10* |
| EBR | f | | 647 | | 210 | |
| WBL | 2 | 3400 | 465 | .14* | 389 | .11* |
| WBT | 3 | 5100 | 771 | .15 | 459 | .09 |
| WBR | d | 1700 | 326 | .19 | 394 | .23 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .76 .77

303 . Sand Canyon. Av. at I-5 NB Ramps

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 242 | .07* | 697 | .21 |
| NBT | 4 | 6800 | 1143 | .17 | 2765 | .41* |
| NBR | d | 1700 | 748 | .44 | 889 | .52 |
| SBL | 2 | 3400 | 361 | .11 | 205 | .06* |
| SBT | 4 | 6800 | 3344 | .49* | 1377 | .20 |
| SBR | 1 | 1700 | 341 | .20 | 257 | .15 |
| EBL | 1.5 | | 141 | | 358 | .11* |
| EBT | 1.5 | 5100 | 251 | .08* | 125 | .07 |
| EBR | 2 | 3400 | 319 | .09 | 226 | .07 |
| WBL | 2 | 3400 | 387 | .11* | 577 | .17 |
| WBT | 1.5 | 5100 | 168 | {.05} | 646 | {.20}* |
| WBR | 1.5 | | 286 | | 426 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .80 .83

305 . Sand Canyon. Av. at I-5 SB Ramps

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 4 | 6800 | 1398 | .21 | 3761 | .55* |
| NBR | 1 | 1700 | 87 | .05 | 292 | .17 |
| SBL | 2 | 3400 | 542 | .16 | 458 | .13* |
| SBT | 4 | 6800 | 3399 | .50* | 1731 | .25 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 2.5 | | 725 | .21* | 489 | .10* |
| EBT | 0 | 6800 | 2 | | 0 | |
| EBR | 1.5 | | 1128 | .33 | 339 | {.00} |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | EBR | .12* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .88 .83

306 . Sand Canyon. Av. at Oak Cyn./Laguna Cyn. Rd.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 128 | .08 | 198 | .12 |
| NBT | 3 | 5100 | 920 | .18* | 1714 | .34* |
| NBR | 1 | 1700 | 180 | .11 | 135 | .08 |
| SBL | 2 | 3400 | 1643 | .48* | 629 | .19* |
| SBT | 3 | 5100 | 1826 | .36 | 1133 | .22 |
| SBR | d | 1700 | 417 | .25 | 204 | .12 |
| EBL | 2 | 3400 | 120 | .04* | 329 | .10 |
| EBT | 1 | 1700 | 147 | .09 | 246 | .14* |
| EBR | d | 1700 | 102 | .06 | 85 | .05 |
| WBL | 2 | 3400 | 62 | .02 | 182 | .05* |
| WBT | 1 | 1700 | 214 | .13* | 78 | .05 |
| WBR | f | | 349 | | 1497 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .88 .77

316 . SR-133 SB Ramps at Irvine Bl.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-----------------------|-----------------------|--|------|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 0 | 0 | 0 | 0 | | |
| NBT | 0 | 0 | 0 | 0 | | |
| NBR | 0 | 0 | 0 | 0 | | |
| SBL | 1 | 1700 | 246 .14* | 65 .04* | | |
| SBT | 0 | 0 | 0 | 0 | | |
| SBR | 2 | 3400 | 195 .06 | 135 .04 | | |
| EBL | 0 | 0 | 0 | 0 | | |
| EBT | 4 | 6800 | 2044 .30* | 1505 .22 | | |
| EBR | d | 1700 | 210 .12 | 128 .08 | | |
| WBL | 2 | 3400 | 174 .05* | 202 .06 | | |
| WBT | 3 | 5100 | 1672 .33 | 2485 .49* | | |
| WBR | 0 | 0 | 0 | 0 | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .54 | | | .58 |

317 . SR-133 NB Ramps at Irvine Bl.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-----------------------|-----------------------|--|------|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 1 | 1700 | 68 .04* | 184 .11* | | |
| NBT | 0 | 0 | 0 | 0 | | |
| NBR | 1 | 1700 | 132 .08 | 414 .24 | | |
| SBL | 0 | 0 | 0 | 0 | | |
| SBT | 0 | 0 | 0 | 0 | | |
| SBR | 0 | 0 | 0 | 0 | | |
| EBL | 0 | 0 | 0 | 0 | | |
| EBT | 2 | 3400 | 2168 .64* | 1506 .44 | | |
| EBR | f | | 130 | 200 | | |
| WBL | 0 | 0 | 0 | 0 | | |
| WBT | 3 | 5100 | 1822 .39 | 2556 .56* | | |
| WBR | 0 | 0 | 190 | 300 | | |
| Right Turn Adjustment | | | NBR .04* | NBR .04* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .77 | | | .76 |

318 . Banting at Barranca Pkwy.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-----------------------|-----------------------|--|------|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 2 | 3400 | 31 .01* | 27 .01 | | |
| NBT | 1 | 1700 | 11 .01 | 168 .10* | | |
| NBR | 1 | 1700 | 18 .01 | 124 .07 | | |
| SBL | 2 | 3400 | 861 .25 | 156 .05* | | |
| SBT | 2 | 3400 | 707 .42* | 167 .10 | | |
| SBR | 0 | 0 | 772 .45 | 297 .17 | | |
| EBL | 1 | 1700 | 51 .03* | 267 .16* | | |
| EBT | 2 | 3400 | 591 .17 | 872 .26 | | |
| EBR | d | 1700 | 48 .03 | 40 .02 | | |
| WBL | 1 | 1700 | 24 .01 | 14 .01 | | |
| WBT | 2 | 3400 | 617 .18* | 629 .19* | | |
| WBR | f | | 79 | 788 | | |
| Right Turn Adjustment | | | SBR .01* | | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .70 | | | .55 |

319 . Banting at Alton Pkwy.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-----------------------|-----------------------|--|------|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 1 | 1700 | 4 .00 | 57 .03 | | |
| NBT | 1 | 1700 | 3 .00 | 85 .05* | | |
| NBR | 1 | 1700 | 13 .01 | 159 .09 | | |
| SBL | 2 | 3400 | 114 .03 | 153 .05* | | |
| SBT | 1 | 1700 | 143 .08* | 16 .01 | | |
| SBR | 1 | 1700 | 358 .21 | 81 .05 | | |
| EBL | 2 | 3400 | 13 .00 | 28 .01 | | |
| EBT | 2 | 3400 | 753 .22 | 1158 .34* | | |
| EBR | d | 1700 | 36 .02 | 8 .00 | | |
| WBL | 1 | 1700 | 101 .06 | 6 .00 | | |
| WBT | 2 | 3400 | 1048 .31* | 1002 .29 | | |
| WBR | d | 1700 | 153 .09 | 37 .02 | | |
| Right Turn Adjustment | | | SBR .13* | NBR .04* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .57 | | | .53 |

330 . Barranca Pkwy. at Pacifica

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|----------------|------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | PM PK HOUR V/C | | |
| NBL | 1 | 1700 | 243 | .14 | 27 | .02* |
| NBT | 2 | 3400 | 918 | .27* | 574 | .17 |
| NBR | 1 | 1700 | 267 | .16 | 487 | .29 |
| SBL | 1 | 1700 | 14 | .01* | 173 | .10 |
| SBT | 2 | 3400 | 473 | .14 | 1325 | .39* |
| SBR | d | 1700 | 135 | .08 | 23 | .01 |
| EBL | 2 | 3400 | 18 | .01* | 117 | .03 |
| EBT | 2 | 3400 | 19 | .01 | 111 | .07* |
| EBR | 0 | 0 | 43 | .03 | 412 | .24 |
| WBL | 2 | 3400 | 254 | .07 | 309 | .09* |
| WBT | 1 | 1700 | 272 | .16* | 40 | .02 |
| WBR | 1 | 1700 | 434 | .26 | 81 | .05 |
| Right Turn Adjustment | | | WBR | .09* | EBR | .15* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .59 .77

335 . Alton Pkwy. at Portola Pkwy.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|----------------|-----|------|
| | LANES | CAPACITY | AM PK HOUR VOL | PM PK HOUR V/C | | |
| NBL | 1 | 1700 | 38 | .02 | 74 | .04 |
| NBT | 2 | 3400 | 39 | .01* | 128 | .04* |
| NBR | f | | 186 | | 333 | |
| SBL | 1 | 1700 | 228 | .13* | 99 | .06* |
| SBT | 2 | 3400 | 99 | .03 | 49 | .01 |
| SBR | d | 1700 | 45 | .03 | 23 | .01 |
| EBL | 2 | 3400 | 21 | .01 | 38 | .01 |
| EBT | 2 | 3400 | 1015 | .30* | 852 | .25* |
| EBR | f | | 47 | | 50 | |
| WBL | 2 | 3400 | 214 | .06* | 243 | .07* |
| WBT | 3 | 5100 | 847 | .17 | 967 | .19 |
| WBR | f | | 100 | | 185 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .55 .47

336 . Alton Pkwy. at SR-241 Ramps

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|----------------|-----|------|
| | LANES | CAPACITY | AM PK HOUR VOL | PM PK HOUR V/C | | |
| NBL | 1 | 1700 | 249 | .15* | 150 | .09 |
| NBT | 3 | 5100 | 206 | .04 | 591 | .12* |
| NBR | f | | 155 | | 529 | |
| SBL | 1 | 1700 | 75 | .04 | 279 | .16* |
| SBT | 3 | 5100 | 494 | .10* | 388 | .08 |
| SBR | f | | 28 | | 163 | |
| EBL | 2 | 3400 | 89 | .02 | 139 | .04 |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | f | | 214 | | 221 | |
| WBL | 2 | 3400 | 682 | .20* | 166 | .05* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | f | | 364 | | 144 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .50 .38

338 . Alton Pkwy. at Irvine Bl.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|----------------|------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | PM PK HOUR V/C | | |
| NBL | 2 | 3400 | 272 | .08* | 787 | .23* |
| NBT | 3 | 5100 | 415 | .08 | 1202 | .24 |
| NBR | f | | 113 | | 221 | |
| SBL | 2 | 3400 | 277 | .08 | 212 | .06 |
| SBT | 3 | 5100 | 1391 | .27* | 630 | .12* |
| SBR | f | | 692 | | 809 | |
| EBL | 3 | 5100 | 601 | .12* | 720 | .14* |
| EBT | 3 | 5100 | 1482 | .29 | 1157 | .23 |
| EBR | d | 1700 | 835 | .49 | 391 | .23 |
| WBL | 2 | 3400 | 317 | .09 | 169 | .05 |
| WBT | 3 | 5100 | 1368 | .27* | 1855 | .36* |
| WBR | 1 | 1700 | 236 | .14 | 308 | .18 |
| Right Turn Adjustment | | | EBR | .13* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .92 .90

339 . Alton Pkwy. at Toledo Wy.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | PM PK HOUR V/C | AM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 94 | .06* | 48 | .03 |
| NBT | 3 | 5100 | 1194 | .23 | 2041 | .40* |
| NBR | f | | 85 | | 297 | |
| SBL | 1 | 1700 | 69 | .04 | 52 | .03* |
| SBT | 3 | 5100 | 2016 | .40* | 1155 | .23 |
| SBR | 0 | 0 | 30 | | 25 | |
| EBL | 1 | 1700 | 4 | .00 | 24 | .01 |
| EBT | 1 | 1700 | 16 | .03* | 41 | .09* |
| EBR | 0 | 0 | 30 | | 105 | |
| WBL | 1 | 1700 | 254 | .15* | 109 | .06* |
| WBT | 1 | 1700 | 56 | .03 | 27 | .02 |
| WBR | 1 | 1700 | 183 | .11 | 96 | .06 |
| Clearance Interval | | | | .05* | | .05* |
| Note: Assumes Right-Turn Overlap for WBR | | | | | | |

TOTAL CAPACITY UTILIZATION .69 .63

340 . Alton Pkwy. at Jeronimo Rd.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | PM PK HOUR V/C | AM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 154 | .09* | 19 | .01 |
| NBT | 3 | 5100 | 1197 | .23 | 1924 | .38* |
| NBR | f | | 217 | | 313 | |
| SBL | 2 | 3400 | 105 | .03 | 76 | .02* |
| SBT | 3 | 5100 | 1988 | .40* | 1666 | .33 |
| SBR | 0 | 0 | 69 | | 8 | |
| EBL | 1 | 1700 | 12 | .01 | 42 | .02 |
| EBT | 1 | 1700 | 11 | .01* | 21 | .01* |
| EBR | f | | 27 | | 128 | |
| WBL | 2 | 3400 | 372 | .11* | 286 | .08* |
| WBT | 1 | 1700 | 38 | .02 | 13 | .01 |
| WBR | 1 | 1700 | 101 | .06 | 124 | .07 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .66 .54

341 . Alton Pkwy. at Barranca Pkwy./Muirlands Bl.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | PM PK HOUR V/C | AM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 5 | .00 | 20 | .01 |
| NBT | 3 | 5100 | 972 | .19* | 992 | .19* |
| NBR | f | | 112 | | 337 | |
| SBL | 2 | 3400 | 85 | .03* | 152 | .04* |
| SBT | 3 | 5100 | 1093 | .21 | 1048 | .21 |
| SBR | f | | 1074 | | 783 | |
| EBL | 2 | 3400 | 554 | .16* | 1089 | .32* |
| EBT | 2 | 3400 | 156 | .05 | 511 | .15 |
| EBR | d | 1700 | 9 | .01 | 6 | .00 |
| WBL | 2 | 3400 | 186 | .05 | 127 | .04 |
| WBT | 2 | 3400 | 400 | .15* | 327 | .13* |
| WBR | 0 | 0 | 95 | | 119 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .58 .73

343 . Alton Pkwy. at Ada

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | PM PK HOUR V/C | AM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 387 | .11* | 115 | .03* |
| NBT | 3 | 5100 | 1689 | .33 | 1333 | .26 |
| NBR | d | 1700 | 36 | .02 | 12 | .01 |
| SBL | 1 | 1700 | 17 | .01 | 19 | .01 |
| SBT | 3 | 5100 | 1471 | .29* | 1910 | .37* |
| SBR | d | 1700 | 53 | .03 | 28 | .02 |
| EBL | 1 | 1700 | 11 | .01* | 35 | .02* |
| EBT | 1 | 1700 | 9 | .01 | 9 | .01 |
| EBR | 1 | 1700 | 59 | .03 | 479 | .28 |
| WBL | 1 | 1700 | 15 | .01 | 29 | .02 |
| WBT | 1 | 1700 | 5 | .01* | 6 | .01* |
| WBR | 0 | 0 | 7 | | 15 | |
| Right Turn Adjustment | | | | | EBR | .25* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .47 .73

364 . Bake Pkwy. at Jeronimo Rd.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | PM PK HOUR V/C | AM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 508 | .15 | 92 | .03 |
| NBT | 3 | 5100 | 2495 | .49* | 2361 | .46* |
| NBR | d | 1700 | 106 | .06 | 526 | .31 |
| SBL | 1 | 1700 | 70 | .04* | 34 | .02* |
| SBT | 4 | 6800 | 2136 | .33 | 2370 | .35 |
| SBR | 0 | 0 | 123 | | 35 | |
| EBL | 2 | 3400 | 9 | .00 | 75 | .02 |
| EBT | 2 | 3400 | 25 | .01* | 250 | .07* |
| EBR | 1 | 1700 | 46 | .03 | 226 | .13 |
| WBL | 1 | 1700 | 387 | .23* | 124 | .07* |
| WBT | 3 | 5100 | 580 | .13 | 172 | .05 |
| WBR | 0 | 0 | 65 | | 84 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .82 .67

365 . Bake Pkwy. at Muirlands Bl.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | PM PK HOUR V/C | AM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 172 | .05 | 33 | .01 |
| NBT | 4 | 6800 | 3115 | .46* | 2704 | .40* |
| NBR | f | | 137 | | 310 | |
| SBL | 2 | 3400 | 92 | .03* | 246 | .07* |
| SBT | 4 | 6800 | 2566 | .38 | 2056 | .30 |
| SBR | f | | 188 | | 67 | |
| EBL | 2 | 3400 | 34 | .01* | 282 | .08 |
| EBT | 2 | 3400 | 190 | .06 | 1136 | .33* |
| EBR | f | | 26 | | 28 | |
| WBL | 2 | 3400 | 408 | .12 | 196 | .06* |
| WBT | 2 | 3400 | 680 | .20* | 276 | .08 |
| WBR | f | | 121 | | 166 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .75 .91

366 . Bake Pkwy. at Rockfield Bl.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | PM PK HOUR V/C | AM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 620 | .18 | 125 | .04 |
| NBT | 4 | 6800 | 3143 | .46* | 2897 | .43* |
| NBR | f | | 440 | | 210 | |
| SBL | 2 | 3400 | 335 | .10* | 480 | .14* |
| SBT | 4 | 6800 | 2505 | .37 | 1718 | .25 |
| SBR | 1 | 1700 | 60 | .04 | 70 | .04 |
| EBL | 1 | 1700 | 12 | .01* | 55 | .03 |
| EBT | 2 | 3400 | 135 | .04 | 320 | .09* |
| EBR | f | | 51 | | 594 | |
| WBL | 3 | 5100 | 274 | .05 | 788 | .15* |
| WBT | 2 | 3400 | 310 | .09* | 244 | .07 |
| WBR | d | 1700 | 155 | .09 | 208 | .12 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .71 .86

367 . Bake Pkwy. at I-5 NB Ramps

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | PM PK HOUR V/C | AM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 4 | 6800 | 3623 | .53* | 2974 | .44* |
| NBR | f | | 320 | | 1000 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 1085 | .21 | 2111 | .41 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1 | 1700 | 155 | .09* | 139 | .08* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 3 | 5100 | 1347 | .26 | 486 | .10 |
| Right Turn Adjustment | | | WBR | .17* | WBR | .02* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .84 .59

368 . Bake Pkwy. at I-5 SB Ramps

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 1372 | .27* | 1951 | .38* |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 925 | .18 | 1449 | .28 |
| SBR | f | | 371 | | 907 | |
| EBL | 3 | 5100 | 2484 | .49* | 2161 | .42* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 508 | .30 | 272 | .16 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .81 | | .85 |

371 . Bake Pkwy. at Research Dr.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 91 | .05 | 23 | .01* |
| NBT | 3 | 5100 | 1071 | .21* | 695 | .14 |
| NBR | d | 1700 | 51 | .03 | 5 | .00 |
| SBL | 2 | 3400 | 407 | .12* | 231 | .07 |
| SBT | 3 | 5100 | 630 | .12 | 1268 | .25* |
| SBR | 1 | 1700 | 628 | .37 | 223 | .13 |
| EBL | 2 | 3400 | 115 | .03* | 517 | .15* |
| EBT | 2 | 3400 | 152 | .04 | 184 | .05 |
| EBR | d | 1700 | 14 | .01 | 20 | .01 |
| WBL | 1 | 1700 | 27 | .02 | 12 | .01 |
| WBT | 1 | 1700 | 160 | .09* | 284 | .17* |
| WBR | 1 | 1700 | 164 | .10 | 748 | .44 |
| Right Turn Adjustment | | | SBR | .07* | WBR | .18* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .57 | | .81 |

372 . Bake Pkwy. at ICD

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 140 | .04 | 221 | .07 |
| NBT | 3 | 5100 | 598 | .12* | 244 | .05* |
| NBR | d | 1700 | 95 | .06 | 26 | .02 |
| SBL | 2 | 3400 | 291 | .09* | 608 | .18* |
| SBT | 3 | 5100 | 139 | .03 | 604 | .12 |
| SBR | 1 | 1700 | 247 | .15 | 146 | .09 |
| EBL | 2 | 3400 | 203 | .06* | 159 | .05 |
| EBT | 3 | 5100 | 798 | .16 | 1178 | .23* |
| EBR | f | | 110 | | 172 | |
| WBL | 2 | 3400 | 7 | .00 | 37 | .01* |
| WBT | 4 | 6800 | 787 | .12* | 807 | .12 |
| WBR | d | 1700 | 475 | .28 | 349 | .21 |
| Right Turn Adjustment | | | WBR | .09* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .53 | | .52 |

373 . Lake Forest Dr. at SR-241 NB Ramps

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 152 | .04* | 363 | .11* |
| NBT | 2 | 3400 | 1069 | .31 | 1270 | .37 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 2 | 3400 | 15 | .27* | 990 | .29* |
| SBR | 1 | 1700 | 84 | .05 | 257 | .15 |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .36 | | .45 |

437 . Scientific Wy. at ICD

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 3 | .00 | 127 | .04* |
| NBT | 2 | 3400 | 6 | .00 | 64 | .02 |
| NBR | 1 | 1700 | 2 | .00 | 16 | .01 |
| SBL | 2 | 3400 | 7 | .00 | 10 | .00 |
| SBT | 2 | 3400 | 27 | .01* | 15 | .00* |
| SBR | 1 | 1700 | 10 | .01 | 26 | .02 |
| EBL | 1 | 1700 | 57 | .03* | 69 | .04 |
| EBT | 3 | 5100 | 521 | .10 | 1474 | .29* |
| EBR | 1 | 1700 | 94 | .06 | 11 | .01 |
| WBL | 1 | 1700 | 19 | .01 | 3 | .00 |
| WBT | 3 | 5100 | 1167 | .23* | 876 | .17 |
| WBR | 1 | 1700 | 87 | .05 | 37 | .02 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .32 .38

441 . Loop Rd. at Jamboree Rd. SB Ramps

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 2 | 3400 | 20 | .01 | 134 | .04 |
| NBR | 1 | 1700 | 20 | .01 | 66 | .04 |
| SBL | 1 | 1700 | 20 | .01 | 25 | .01 |
| SBT | 2 | 3400 | 220 | .06* | 155 | .05* |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1.5 | | 550 | .16* | 271 | .08* |
| WBT | 0 | 5100 | 0 | | 0 | |
| WBR | 1.5 | | 50 | | 89 | .05 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .27 .18

444 . Sand Canyon Av. at Burt Rd.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 35 | .02* | 57 | .03 |
| NBT | 3 | 5100 | 1302 | .27 | 3431 | .69* |
| NBR | 0 | 0 | 83 | | 88 | |
| SBL | 1 | 1700 | 84 | .05 | 104 | .06* |
| SBT | 3 | 5100 | 3849 | .75* | 1822 | .36 |
| SBR | 1 | 1700 | 147 | .09 | 68 | .04 |
| EBL | 1 | 1700 | 50 | .03* | 122 | .07* |
| EBT | 1 | 1700 | 4 | .00 | 8 | .00 |
| EBR | d | 1700 | 46 | .03 | 70 | .04 |
| WBL | 1 | 1700 | 68 | .04 | 48 | .03 |
| WBT | 1 | 1700 | 9 | .01* | 5 | .00* |
| WBR | 1 | 1700 | 73 | .04 | 97 | .06 |
| Right Turn Adjustment | | | EBR | .01* | WBR | .01* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .87 .88

452 . Jamboree Rd. at Santiago Canyon Rd.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 1245 | .37* | 2034 | .60* |
| NBT | 1 | 1700 | 39 | .02 | 19 | .01 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 2 | 3400 | 11 | .00* | 28 | .01* |
| SBR | d | 1700 | 9 | .01 | 22 | .01 |
| EBL | 1 | 1700 | 11 | .01* | 21 | .01* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 2 | 3400 | 1805 | .53 | 1156 | .34 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | EBR | .24* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .67 .67

484 . Sand Canyon Av. at Roosevelt

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 78 | .02* | 271 | .08 |
| NBT | 4 | 6800 | 774 | .11 | 2306 | .34* |
| NBR | d | 1700 | 180 | .11 | 257 | .15 |
| SBL | 2 | 3400 | 179 | .05 | 105 | .03* |
| SBT | 4 | 6800 | 2815 | .41* | 1005 | .15 |
| SBR | d | 1700 | 83 | .05 | 101 | .06 |
| EBL | 2 | 3400 | 92 | .03 | 96 | .03* |
| EBT | 1 | 1700 | 201 | .12* | 107 | .06 |
| EBR | d | 1700 | 327 | .19 | 118 | .07 |
| WBL | 2 | 3400 | 118 | .03* | 167 | .05 |
| WBT | 1 | 1700 | 28 | .02 | 148 | .09* |
| WBR | d | 1700 | 34 | .02 | 138 | .08 |
| Right Turn Adjustment | | | EBR | .05* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .68 .54

485 . Sand Canyon Av. at Nightmist

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 72 | .02* | 249 | .07 |
| NBT | 4 | 6800 | 916 | .13 | 2946 | .43* |
| NBR | d | 1700 | 172 | .10 | 145 | .09 |
| SBL | 1 | 1700 | 120 | .07 | 30 | .02* |
| SBT | 4 | 6800 | 3472 | .51* | 1431 | .21 |
| SBR | d | 1700 | 46 | .03 | 61 | .04 |
| EBL | 1 | 1700 | 63 | .04 | 54 | .03 |
| EBT | 1 | 1700 | 108 | .06* | 25 | .01* |
| EBR | 1 | 1700 | 330 | .19 | 115 | .07 |
| WBL | 2 | 3400 | 157 | .05* | 338 | .10* |
| WBT | 1 | 1700 | 22 | .01 | 130 | .08 |
| WBR | d | 1700 | 31 | .02 | 155 | .09 |
| Right Turn Adjustment | | | EBR | .11* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .80 .61

486 . SR-133 SB Ramps at Trabuco Rd.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1 | 1700 | 285 | .17* | 147 | .09* |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 2 | 3400 | 415 | .12 | 133 | .04 |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 2 | 3400 | 735 | .22 | 1173 | .35* |
| EBR | 1 | 1700 | 364 | .21 | 309 | .18 |
| WBL | 2 | 3400 | 396 | .12 | 371 | .11* |
| WBT | 2 | 3400 | 1165 | .34* | 1277 | .38 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .56 .60

487 . SR-133 NB Ramps at Trabuco Rd.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 261 | .08* | 464 | .14* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 2 | 3400 | 596 | .18 | 488 | .14 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 2 | 3400 | 1004 | .30 | 1062 | .31* |
| EBR | f | | 35 | | 262 | |
| WBL | 1 | 1700 | 105 | .06 | 308 | .18* |
| WBT | 2 | 3400 | 1299 | .38* | 1186 | .35 |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | NBR | .04* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .55 .68

556 . Ridge Valley at Portola Pkwy.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 217 | .13* | 195 | .11* |
| NBT | 1 | 1700 | 18 | .01 | 80 | .05 |
| NBR | d | 1700 | 101 | .06 | 423 | .25 |
| SBL | 1 | 1700 | 144 | .08 | 29 | .02 |
| SBT | 2 | 3400 | 64 | .02* | 57 | .02* |
| SBR | d | 1700 | 19 | .01 | 16 | .01 |
| EBL | 1 | 1700 | 19 | .01 | 5 | .00 |
| EBT | 2 | 3400 | 915 | .27* | 1148 | .34* |
| EBR | d | 1700 | 180 | .11 | 169 | .10 |
| WBL | 1 | 1700 | 405 | .24* | 165 | .10* |
| WBT | 2 | 3400 | 1254 | .37 | 1019 | .30 |
| WBR | d | 1700 | 23 | .01 | 95 | .06 |
| Right Turn Adjustment | | | | | NBR | .06* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .71 | | .68 |

557 . O St. at C St.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 0.5 | | 25 | {.01}* | 29 | |
| NBT | 1 | 3400 | 144 | .05 | 405 | .13* |
| NBR | 0.5 | | 5 | | 13 | |
| SBL | 0.5 | | 43 | | 32 | {.02}* |
| SBT | 1 | 3400 | 550 | .24* | 281 | .11 |
| SBR | 0.5 | | 211 | | 67 | |
| EBL | 0.5 | | 40 | {.02}* | 144 | |
| EBT | 0.5 | 1700 | 12 | .04 | 45 | .14* |
| EBR | 0 | | 18 | | 43 | |
| WBL | 0.5 | | 17 | | 16 | {.01}* |
| WBT | 0.5 | 1700 | 56 | .06* | 34 | .06 |
| WBR | 0 | | 37 | | 51 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .38 | | .35 |

558 . O St. at Irvine Bl.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 134 | .04 | 250 | .07 |
| NBT | 2 | 3400 | 50 | .01* | 301 | .09* |
| NBR | d | 1700 | 66 | .04 | 79 | .05 |
| SBL | 1 | 1700 | 291 | .17* | 104 | .06* |
| SBT | 2 | 3400 | 416 | .12 | 133 | .04 |
| SBR | f | | 586 | | 333 | |
| EBL | 2 | 3400 | 174 | .05 | 534 | .16* |
| EBT | 3 | 5100 | 1897 | .37* | 1257 | .25 |
| EBR | 1 | 1700 | 309 | .18 | 179 | .11 |
| WBL | 2 | 3400 | 116 | .03* | 98 | .03 |
| WBT | 3 | 5100 | 1473 | .29 | 2247 | .44* |
| WBR | 1 | 1700 | 66 | .04 | 295 | .17 |
| Right Turn Adjustment | | | NBR | .01* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .64 | | .80 |

559 . 0 St. at Trabuco Rd.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|--|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 92 | .03* | 345 | .10* |
| NBT | 2 | 3400 | 46 | .01 | 329 | .10 |
| NBR | 0 | 0 | 2 | | 27 | |
| SBL | 1 | 1700 | 19 | .01 | 48 | .03 |
| SBT | 2 | 3400 | 333 | .10* | 269 | .08* |
| SBR | 1 | 1700 | 779 | .46 | 617 | .36 |
| EBL | 2 | 3400 | 691 | .20* | 712 | .21* |
| EBT | 2 | 3400 | 318 | .09 | 526 | .15 |
| EBR | 1 | 1700 | 579 | .34 | 315 | .19 |
| WBL | 1 | 1700 | 28 | .02 | 26 | .02 |
| WBT | 2 | 3400 | 569 | .18* | 538 | .18* |
| WBR | 0 | 0 | 32 | | 59 | |
| Right Turn Adjustment | | | SBR | .16* | SBR | .07* |
| Clearance Interval | | | | .05* | | .05* |
| Note: Assumes Right-Turn Overlap for SBR EBR | | | | | | |

TOTAL CAPACITY UTILIZATION .72 .69

560 . 0 St. at Marine Wy.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 2 | 3400 | 366 | .11* | 352 | .10* |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 1 | 1700 | 148 | .09 | 298 | .18 |
| EBL | 1 | 1700 | 73 | .04 | 283 | .17* |
| EBT | 2 | 3400 | 1004 | .30* | 708 | .21 |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 2 | 3400 | 652 | .19 | 972 | .29* |
| WBR | 1 | 1700 | 117 | .07 | 457 | .27 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .46 .61

562 . D St. at Marine Wy.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1 | 1700 | 18 | .01* | 146 | .09* |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 1 | 1700 | 32 | .02 | 347 | .20 |
| EBL | 1 | 1700 | 162 | .10* | 330 | .19* |
| EBT | 2 | 3400 | 1092 | .32 | 744 | .22 |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 2 | 3400 | 808 | .26* | 1023 | .36* |
| WBR | 0 | 0 | 68 | | 190 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .42 .69

563 . B St. at Irvine Bl.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 30 | .02* | 149 | .09* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 1 | 1700 | 40 | .02 | 131 | .08 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 3 | 5100 | 2690 | .53* | 1569 | .31 |
| EBR | 1 | 1700 | 181 | .11 | 50 | .03 |
| WBL | 1 | 1700 | 139 | .08* | 80 | .05 |
| WBT | 3 | 5100 | 1530 | .30 | 2871 | .56* |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .68 .70

564 . D St. at Marine Wy.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|-------------|-------------------|-------------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 1 | 1700 | 16 | .01* | 48 | .03* |
| NBT | 1 | 1700 | 14 | .01 | 37 | .04 |
| NBR | 0 | 0 | 9 | | 35 | |
| SBL | 1 | 1700 | 15 | .01 | 88 | .05 |
| SBT | 1 | 1700 | 28 | .03* | 121 | .14* |
| SBR | 0 | 0 | 27 | | 121 | |
| EBL | 1 | 1700 | 124 | .07* | 91 | .05* |
| EBT | 2 | 3400 | 749 | .27 | 756 | .26 |
| EBR | 0 | 0 | 161 | | 113 | |
| WBL | 1 | 1700 | 112 | .07 | 117 | .07 |
| WBT | 2 | 3400 | 921 | .30* | 1001 | .32* |
| WBR | 0 | 0 | 92 | | 82 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .46 .59

566 . Marine Wy. at Barranca Pkwy.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|-------------|-------------------|-------------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 1 | 1700 | 133 | .08 | 83 | .05 |
| NBT | 2 | 3400 | 594 | .17* | 403 | .12* |
| NBR | 1 | 1700 | 143 | .08 | 124 | .07 |
| SBL | 2 | 3400 | 261 | .08* | 415 | .12* |
| SBT | 2 | 3400 | 336 | .10 | 526 | .15 |
| SBR | 1 | 1700 | 244 | .14 | 269 | .16 |
| EBL | 2 | 3400 | 227 | .07* | 339 | .10 |
| EBT | 2 | 3400 | 476 | .14 | 981 | .29* |
| EBR | 1 | 1700 | 67 | .04 | 130 | .08 |
| WBL | 2 | 3400 | 148 | .04 | 154 | .05* |
| WBT | 2 | 3400 | 923 | .27* | 709 | .21 |
| WBR | 1 | 1700 | 459 | .27 | 388 | .23 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .64 .63

567 . Marine Wy. at Alton Pkwy.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|-------------|-------------------|-------------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 2 | 3400 | 692 | .20* | 579 | .17* |
| NBT | 2 | 3400 | 666 | .20 | 424 | .12 |
| NBR | 1 | 1700 | 266 | .16 | 237 | .14 |
| SBL | 1 | 1700 | 75 | .04 | 105 | .06 |
| SBT | 2 | 3400 | 282 | .08* | 582 | .17* |
| SBR | 1 | 1700 | 194 | .11 | 263 | .15 |
| EBL | 2 | 3400 | 261 | .08* | 195 | .06 |
| EBT | 3 | 5100 | 949 | .19 | 988 | .19* |
| EBR | f | | 401 | | 626 | |
| WBL | 2 | 3400 | 176 | .05 | 232 | .07* |
| WBT | 3 | 5100 | 1084 | .21* | 898 | .18 |
| WBR | 1 | 1700 | 113 | .07 | 71 | .04 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .62 .65

568 . Marine Wy. at Rockfield Bl.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|-------------|-------------------|-------------|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C |
| NBL | 1 | 1700 | 40 | .02 | 14 | .01 |
| NBT | 2 | 3400 | 1282 | .38* | 710 | .21* |
| NBR | 1 | 1700 | 46 | .03 | 48 | .03 |
| SBL | 1 | 1700 | 163 | .10* | 336 | .20* |
| SBT | 2 | 3400 | 357 | .11 | 1012 | .30 |
| SBR | 1 | 1700 | 158 | .09 | 99 | .06 |
| EBL | 1 | 1700 | 64 | .04* | 164 | .10* |
| EBT | 1 | 1700 | 21 | .02 | 97 | .08 |
| EBR | 0 | 0 | 5 | | 32 | |
| WBL | 1 | 1700 | 28 | .02 | 50 | .03 |
| WBT | 1 | 1700 | 112 | .07* | 47 | .03* |
| WBR | 1 | 1700 | 363 | .21 | 260 | .15 |
| Right Turn Adjustment | | | WBR | .06* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .70 .59

569 . Bake Pkwy. at Marine Wy.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 876 | .26* | 458 | .13* |
| NBT | 4 | 6800 | 2889 | .42 | 2541 | .37 |
| NBR | 1 | 1700 | 92 | .05 | 70 | .04 |
| SBL | 1 | 1700 | 39 | .02 | 35 | .02 |
| SBT | 5 | 8500 | 2195 | .31* | 2504 | .32* |
| SBR | 0 | 0 | 456 | | 203 | |
| EBL | 2 | 3400 | 134 | .04* | 324 | .10* |
| EBT | 1 | 1700 | 29 | .02 | 75 | .04 |
| EBR | 2 | 3400 | 200 | .06 | 709 | .21 |
| WBL | 2 | 3400 | 25 | .01 | 97 | .03 |
| WBT | 2 | 3400 | 47 | .02* | 69 | .03* |
| WBR | 0 | 0 | 18 | | 45 | |
| Right Turn Adjustment | | | | | EBR | .01* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .68 .64

571 . Portola Springs at Portola Pkwy.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 289 | .09* | 294 | .09* |
| NBT | 1 | 1700 | 5 | .04 | 31 | .07 |
| NBR | 0 | 0 | 70 | | 93 | |
| SBL | 1 | 1700 | 70 | .04 | 33 | .02 |
| SBT | 1 | 1700 | 73 | .04* | 53 | .03* |
| SBR | d | 1700 | 290 | .17 | 106 | .06 |
| EBL | 1 | 1700 | 15 | .01* | 32 | .02 |
| EBT | 2 | 3400 | 1023 | .30 | 1314 | .39* |
| EBR | 1 | 1700 | 118 | .07 | 231 | .14 |
| WBL | 1 | 1700 | 40 | .02 | 56 | .03* |
| WBT | 2 | 3400 | 1338 | .39* | 1020 | .30 |
| WBR | d | 1700 | 0 | .00 | 8 | .00 |
| Right Turn Adjustment | | | | | SBR | .12* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .70 .59

572 . Modjeska Rd. at Irvine Bl.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 57 | .03 | 86 | .05 |
| NBT | 1 | 1700 | 54 | .03* | 107 | .06* |
| NBR | 1 | 1700 | 138 | .08 | 118 | .07 |
| SBL | 2 | 3400 | 413 | .12* | 232 | .07* |
| SBT | 1 | 1700 | 105 | .06 | 97 | .06 |
| SBR | d | 1700 | 173 | .10 | 164 | .10 |
| EBL | 1 | 1700 | 104 | .06 | 129 | .08* |
| EBT | 3 | 5100 | 2094 | .41* | 1300 | .25 |
| EBR | 1 | 1700 | 59 | .03 | 60 | .04 |
| WBL | 1 | 1700 | 86 | .05* | 142 | .08 |
| WBT | 3 | 5100 | 1443 | .28 | 2391 | .47* |
| WBR | 1 | 1700 | 142 | .08 | 354 | .21 |
| Right Turn Adjustment | | | NBR | .01* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .67 .73

633 . Sterling at Rockfield

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|--------|----------------|--------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 1 | 1700 | 92 | .05* | 127 | .07* |
| NBR | 1 | 1700 | 136 | .08 | 354 | .21 |
| SBL | 0.5 | | 26 | {.02}* | 66 | {.04}* |
| SBT | 1.5 | 3400 | 74 | .03 | 148 | .06 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 2 | 3400 | 422 | .12* | 202 | .06* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 1 | 1700 | 100 | .06 | 33 | .02 |
| Right Turn Adjustment | | | | | NBR | .09* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .24 .31

637 . Sterling at Muirlands Bl.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 0 | .00 | 0 | .00 |
| NBT | 1 | 1700 | 0 | .00 | 0 | .00 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1 | 1700 | 9 | .01 | 42 | .02 |
| SBT | 1 | 1700 | 0 | .03* | 0 | .06* |
| SBR | 0 | 0 | 43 | | 110 | |
| EBL | 1 | 1700 | 129 | .08* | 43 | .03 |
| EBT | 2 | 3400 | 257 | .08 | 968 | .28* |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1 | 1700 | 0 | .00 | 0 | .00 |
| WBT | 2 | 3400 | 593 | .19* | 360 | .11 |
| WBR | 0 | 0 | 45 | | 27 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .35 .39

640 . Thomas at Muirlands Bl.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 30 | .02 | 127 | .07* |
| NBT | 1 | 1700 | 32 | .02* | 8 | .00 |
| NBR | d | 1700 | 9 | .01 | 76 | .04 |
| SBL | 1 | 1700 | 13 | .01* | 31 | .02 |
| SBT | 1 | 1700 | 5 | .00 | 20 | .01* |
| SBR | d | 1700 | 2 | .00 | 29 | .02 |
| EBL | 1 | 1700 | 10 | .01* | 1 | .00 |
| EBT | 2 | 3400 | 178 | .05 | 914 | .27* |
| EBR | d | 1700 | 45 | .03 | 73 | .04 |
| WBL | 1 | 1700 | 59 | .03 | 1 | .00 |
| WBT | 2 | 3400 | 588 | .17* | 250 | .07 |
| WBR | d | 1700 | 18 | .01 | 1 | .00 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .26 .40

627 . LY St. at Irvine B.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 42 | .02* | 65 | .04* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 1 | 1700 | 48 | .03 | 65 | .04 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 3 | 5100 | 2202 | .43* | 1395 | .27 |
| EBR | 1 | 1700 | 65 | .04 | 46 | .03 |
| WBL | 1 | 1700 | 55 | .03* | 84 | .05 |
| WBT | 3 | 5100 | 1598 | .31 | 2565 | .50* |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .53 .59

790 . Z St. at Irvine Bl.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 49 | .03 | 59 | .03* |
| NBT | 1 | 1700 | 8 | .00* | 18 | .01 |
| NBR | 1 | 1700 | 73 | .04 | 43 | .03 |
| SBL | 1 | 1700 | 180 | .11* | 54 | .03 |
| SBT | 1 | 1700 | 31 | .02 | 20 | .01* |
| SBR | 1 | 1700 | 119 | .07 | 76 | .04 |
| EBL | 1 | 1700 | 41 | .02 | 80 | .05* |
| EBT | 3 | 5100 | 2586 | .51* | 1536 | .30 |
| EBR | 1 | 1700 | 38 | .02 | 59 | .03 |
| WBL | 1 | 1700 | 41 | .02* | 91 | .05 |
| WBT | 3 | 5100 | 1511 | .30 | 2811 | .55* |
| WBR | 1 | 1700 | 22 | .01 | 92 | .05 |
| Right Turn Adjustment | | | NBR | .02* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .71 .69

800 . LQ St. at Irvine Bl.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 52 | .03* | 144 | .08* |
| NBT | 1 | 1700 | 12 | .01 | 76 | .04 |
| NBR | 1 | 1700 | 240 | .14 | 384 | .23 |
| SBL | 1 | 1700 | 136 | .08 | 74 | .04 |
| SBT | 1 | 1700 | 66 | .06* | 31 | .03* |
| SBR | 0 | 0 | 30 | | 28 | |
| EBL | 1 | 1700 | 18 | .01 | 37 | .02* |
| EBT | 3 | 5100 | 2644 | .52* | 1666 | .33 |
| EBR | 1 | 1700 | 136 | .08 | 78 | .05 |
| WBL | 2 | 3400 | 418 | .12* | 312 | .09 |
| WBT | 3 | 5100 | 1619 | .32 | 2773 | .54* |
| WBR | 1 | 1700 | 60 | .04 | 167 | .10 |
| Right Turn Adjustment | | | NBR | .04* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .82 .72

799 . "B" Street at Marine Way

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 0 | .00 | 0 | .00 |
| NBT | 1 | 1700 | 1 | .00* | 1 | .00* |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1 | 1700 | 155 | .09* | 130 | .08* |
| SBT | 1 | 1700 | 0 | .00 | 0 | .00 |
| SBR | 1 | 1700 | 215 | .13 | 202 | .12 |
| EBL | 1 | 1700 | 111 | .07* | 214 | .13* |
| EBT | 2 | 3400 | 659 | .19 | 660 | .19 |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1 | 1700 | 0 | .00 | 0 | .00 |
| WBT | 2 | 3400 | 900 | .26* | 988 | .29* |
| WBR | 1 | 1700 | 111 | .07 | 216 | .13 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .47 .55

820 . Fairbanks at Irvine Bl.

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 2 | .00 | 90 | .05 |
| NBT | 1 | 1700 | 86 | .08* | 49 | .24* |
| NBR | 0 | 0 | 43 | | 351 | |
| SBL | 1 | 1700 | 53 | .03* | 118 | .07* |
| SBT | 1 | 1700 | 41 | .04 | 119 | .23 |
| SBR | 0 | 0 | 26 | | 272 | |
| EBL | 1 | 1700 | 262 | .15* | 61 | .04* |
| EBT | 3 | 5100 | 1544 | .33 | 1481 | .29 |
| EBR | 0 | 0 | 114 | | 16 | |
| WBL | 1 | 1700 | 275 | .16 | 44 | .03 |
| WBT | 3 | 5100 | 1822 | .39* | 1968 | .40* |
| WBR | 0 | 0 | 182 | | 50 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .70 .80

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|-------------------|--------|-------------------|--------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0.5 | | 53 | {.03}* | 29 | |
| NBT | 1.5 | 3400 | 110 | .05 | 412 | .13* |
| NBR | 0 | | 1 | | 1 | |
| SBL | 0.5 | | 53 | | 66 | {.04}* |
| SBT | 1.5 | 3400 | 538 | .24* | 233 | .11 |
| SBR | 0 | | 215 | | 84 | |
| EBL | 0.5 | | 21 | {.01}* | 108 | |
| EBT | 0.5 | 1700 | 6 | .04 | 23 | .14* |
| EBR | 0 | | 42 | | 100 | |
| WBL | 0.5 | | 1 | | 2 | |
| WBT | 0.5 | 1700 | 24 | .07* | 16 | .06 |
| WBR | 0 | | 88 | | 78 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .40 | | .36 | |

603 . "O" St & "LN" St

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 49 | .03* | 74 | .04 |
| NBT | 2 | 3400 | 133 | .05 | 455 | .17* |
| NBR | 0 | 0 | 35 | | 132 | |
| SBL | 1 | 1700 | 2 | .00 | 3 | .00 |
| SBT | 2 | 3400 | 611 | .19* | 317 | .10 |
| SBR | 0 | 0 | 33 | | 20 | |
| EBL | 1 | 1700 | 15 | .01 | 25 | .01 |
| EBT | 1 | 1700 | 16 | .05* | 26 | .05* |
| EBR | 0 | 0 | 76 | | 65 | |
| WBL | 1 | 1700 | 111 | .07* | 79 | .05* |
| WBT | 1 | 1700 | 28 | .02 | 19 | .01 |
| WBR | 0 | 0 | 4 | | 3 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .39 .32

605 . "O" St & "LQ" St

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|--------|----------------|--------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0.5 | | 128 | {.08}* | 86 | |
| NBT | 1.5 | 3400 | 213 | .16 | 642 | .26* |
| NBR | 0 | | 195 | | 172 | |
| SBL | 0.5 | | 27 | | 16 | {.01}* |
| SBT | 1.5 | 3400 | 809 | .26* | 462 | .15 |
| SBR | 0 | | 49 | | 21 | |
| EBL | 0.5 | | 6 | | 30 | |
| EBT | 0.5 | 1700 | 26 | .06 | 76 | .11* |
| EBR | 0 | | 63 | | 86 | |
| WBL | 0.5 | | 176 | | 153 | {.09}* |
| WBT | 0.5 | 1700 | 96 | .17* | 43 | .14 |
| WBR | 0 | | 10 | | 47 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .56 .52

608 . "O" St & "LV" St

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 13 | .01* | 26 | .02 |
| NBT | 2 | 3400 | 134 | .04 | 610 | .20* |
| NBR | 0 | 0 | 7 | | 64 | |
| SBL | 1 | 1700 | 0 | .00 | 2 | .00 |
| SBT | 2 | 3400 | 593 | .23* | 496 | .17 |
| SBR | 0 | 0 | 188 | | 74 | |
| EBL | 1 | 1700 | 17 | .01 | 112 | .07* |
| EBT | 1 | 1700 | 5 | .03* | 18 | .05 |
| EBR | 0 | 0 | 39 | | 66 | |
| WBL | 1 | 1700 | 69 | .04* | 51 | .03 |
| WBT | 1 | 1700 | 16 | .01 | 9 | .01* |
| WBR | 0 | 0 | 2 | | 2 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .36 .33

626 . "LY" St & "LQ" St

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|------|----------------|--------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0.5 | | 0 | | 1 | |
| NBT | 0.5 | 1700 | 27 | .03 | 137 | .09* |
| NBR | 0 | | 20 | | 17 | |
| SBL | 0.5 | | 0 | | 0 | |
| SBT | 0.5 | 1700 | 179 | .11* | 75 | .05 |
| SBR | 0 | | 3 | | 2 | |
| EBL | 0.5 | | 2 | | 4 | |
| EBT | 0.5 | 1700 | 280 | .17 | 332 | .20* |
| EBR | 0 | | 1 | | 1 | |
| WBL | 0.5 | | 8 | | 28 | {.02}* |
| WBT | 0.5 | 1700 | 349 | .21* | 280 | .18 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .37 .36

631 . "LY" St & "LQ" St

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 3 | .00 | 9 | .01 |
| NBT | 1 | 1700 | 25 | .01 | 77 | .05* |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 1 | 1700 | 30 | .02* | 62 | .04 |
| SBR | 1 | 1700 | 111 | .07 | 19 | .01 |
| EBL | 1 | 1700 | 25 | .01* | 57 | .03* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 8 | .00 | 9 | .01 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | SBR | .04* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .12 .13

782 . "A" St & "LQ" St

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|------|----------------|--------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0.5 | | 81 | | 4 | |
| SBT | 0 | 1700 | 0 | .09* | 0 | .03* |
| SBR | 0.5 | | 66 | | 49 | |
| EBL | 0.5 | | 4 | | 14 | {.01}* |
| EBT | 0.5 | 1700 | 307 | .18* | 303 | .19 |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 1 | 1700 | 247 | .16 | 248 | .19* |
| WBR | 0 | 0 | 20 | | 78 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .32 .28

787 . "Z" St & "LQ" St

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0.5 | | 4 | | 1 | |
| SBT | 0 | 1700 | 0 | .01* | 0 | |
| SBR | 0.5 | | 15 | | 1 | |
| EBL | 1 | 1700 | 10 | .01 | 27 | .02* |
| EBT | 1 | 1700 | 412 | .24* | 255 | .15 |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 1 | 1700 | 211 | .12 | 334 | .20* |
| WBR | 0 | 0 | 0 | | 3 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .30 .27

798 . "B" St & "LQ" St

| ITAM 8.4-10 P30 2011App (IRVINE ISEC) | | | | | | |
|---------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 7 | .00 | 41 | .02 |
| NBT | 1 | 1700 | 45 | .03 | 258 | .16* |
| NBR | 0 | 0 | 1 | | 6 | |
| SBL | 1 | 1700 | 0 | .00 | 0 | .00 |
| SBT | 1 | 1700 | 299 | .18* | 113 | .07 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 1 | 1700 | 0 | .00 | 0 | .00 |
| EBT | 1 | 1700 | 361 | .24* | 238 | .15 |
| EBR | 0 | 0 | 54 | | 18 | |
| WBL | 1 | 1700 | 7 | .00 | 2 | .00 |
| WBT | 1 | 1700 | 204 | .12 | 295 | .17* |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .47 .38

FORECAST INTERSECTION VOLUMES

ITAM SHEETS

**HERITAGE FIELDS PROJECT 2012 – GPA/ZC TRAFFIC STUDY
YEAR 2035 – WITH 2012 MODIFIED PROJECT OPTION 1**

268 . W. Yale Loop at Alton Pkwy.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 216 | .13* | 170 | .10* |
| NBT | 2 | 3400 | 221 | .07 | 240 | .07 |
| NBR | d | 1700 | 183 | .11 | 280 | .16 |
| SBL | 1 | 1700 | 130 | .08 | 56 | .03 |
| SBT | 2 | 3400 | 324 | .10* | 129 | .04* |
| SBR | d | 1700 | 146 | .09 | 125 | .07 |
| EBL | 1 | 1700 | 113 | .07* | 118 | .07 |
| EBT | 2 | 3400 | 847 | .25 | 1204 | .35* |
| EBR | d | 1700 | 177 | .10 | 226 | .13 |
| WBL | 1 | 1700 | 88 | .05 | 235 | .14* |
| WBT | 2 | 3400 | 1188 | .35* | 1045 | .31 |
| WBR | d | 1700 | 116 | .07 | 112 | .07 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .70 | | .68 |

271 . E. Yale Lp. at Alton Pkwy.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 233 | .14* | 114 | .07* |
| NBT | 2 | 3400 | 229 | .07 | 179 | .05 |
| NBR | d | 1700 | 529 | .31 | 258 | .15 |
| SBL | 2 | 3400 | 228 | .07 | 190 | .06 |
| SBT | 2 | 3400 | 122 | .04* | 144 | .04* |
| SBR | d | 1700 | 161 | .09 | 98 | .06 |
| EBL | 1 | 1700 | 173 | .10* | 276 | .16 |
| EBT | 2 | 3400 | 755 | .28 | 1173 | .39* |
| EBR | 0 | 0 | 181 | | 153 | |
| WBL | 2 | 3400 | 200 | .06 | 453 | .13* |
| WBT | 2 | 3400 | 1088 | .32* | 1028 | .30 |
| WBR | d | 1700 | 143 | .08 | 145 | .09 |
| Right Turn Adjustment | | | NBR | .09* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .74 | | .68 |

282 . Jeffrey Rd. at Portola Pkwy.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 959 | .28* | 735 | .22* |
| NBT | 2 | 3400 | 234 | .07 | 196 | .06 |
| NBR | 1 | 1700 | 60 | .04 | 129 | .08 |
| SBL | 2 | 3400 | 369 | .11 | 383 | .11 |
| SBT | 3 | 5100 | 354 | .08* | 237 | .06* |
| SBR | 0 | 0 | 63 | | 70 | |
| EBL | 2 | 3400 | 118 | .03 | 330 | .10 |
| EBT | 3 | 5100 | 970 | .19* | 848 | .17* |
| EBR | 1 | 1700 | 486 | .29 | 363 | .21 |
| WBL | 2 | 3400 | 269 | .08* | 490 | .14* |
| WBT | 3 | 5100 | 888 | .17 | 645 | .13 |
| WBR | d | 1700 | 158 | .09 | 145 | .09 |
| Clearance Interval | | | | .05* | | .05* |
| Note: Assumes Right-Turn Overlap for EBR | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | .68 | | .64 |

283 . Jeffrey Rd. at Irvine Bl.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 154 | .05* | 420 | .12 |
| NBT | 3 | 5100 | 723 | .14 | 925 | .18* |
| NBR | f | | 293 | | 377 | |
| SBL | 2 | 3400 | 357 | .11 | 287 | .08* |
| SBT | 3 | 5100 | 1257 | .25* | 583 | .11 |
| SBR | 1 | 1700 | 136 | .08 | 212 | .12 |
| EBL | 2 | 3400 | 161 | .05* | 119 | .04* |
| EBT | 3 | 5100 | 1492 | .29 | 1396 | .27 |
| EBR | d | 1700 | 299 | .18 | 279 | .16 |
| WBL | 2 | 3400 | 286 | .08 | 278 | .08 |
| WBT | 3 | 5100 | 1843 | .36* | 1888 | .37* |
| WBR | d | 1700 | 287 | .17 | 406 | .24 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .76 | | .72 |

284 . Jeffrey Rd. at Bryan Av.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|-------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 163 | .05* | 348 | .10 |
| NBT | 3 | 5100 | 760 | .18 | 1345 | .34* |
| NBR | 0 | 0 | 150 | | 396 | |
| SBL | 2 | 3400 | 77 | .02 | 78 | .02* |
| SBT | 3 | 5100 | 1394 | .27* | 806 | .16 |
| SBR | 1 | 1700 | 395 | .23 | 265 | .16 |
| EBL | 1 | 1700 | 316 | .19* | 246 | .14* |
| EBT | 0.5 | 3400 | 153 | {.09} | 225 | .13 |
| EBR | 1.5 | | 212 | {.09} | 230 | |
| WBL | 2 | 3400 | 448 | .13 | 214 | .06 |
| WBT | 1 | 1700 | 314 | .18* | 207 | .12* |
| WBR | d | 1700 | 127 | .07 | 99 | .06 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .74 .67

285 . Jeffrey Rd. at Trabuco Rd.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 125 | .04* | 222 | .07 |
| NBT | 3 | 5100 | 779 | .15 | 1920 | .38* |
| NBR | d | 1700 | 263 | .15 | 466 | .27 |
| SBL | 2 | 3400 | 247 | .07 | 99 | .03* |
| SBT | 4 | 6800 | 1582 | .23* | 1021 | .15 |
| SBR | 1 | 1700 | 335 | .20 | 153 | .09 |
| EBL | 2 | 3400 | 246 | .07 | 362 | .11* |
| EBT | 2 | 3400 | 521 | .15* | 615 | .18 |
| EBR | 1 | 1700 | 137 | .08 | 155 | .09 |
| WBL | 2 | 3400 | 601 | .18* | 244 | .07 |
| WBT | 2 | 3400 | 790 | .23 | 606 | .18* |
| WBR | 1 | 1700 | 84 | .05 | 258 | .15 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .65 .75

286 . Jeffrey Rd. at Roosevelt

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|--------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 113 | .03* | 373 | .11 |
| NBT | 3 | 5100 | 947 | .19 | 2379 | .47* |
| NBR | 1 | 1700 | 352 | .21 | 555 | .33 |
| SBL | 2 | 3400 | 111 | .03 | 183 | .05* |
| SBT | 3 | 5100 | 2290 | .45* | 1324 | .26 |
| SBR | d | 1700 | 10 | .01 | 19 | .01 |
| EBL | 1 | 1700 | 12 | .01 | 16 | .01 |
| EBT | 0.5 | 3400 | 197 | {.15}* | 312 | .18* |
| EBR | 1.5 | | 364 | | 198 | |
| WBL | 2 | 3400 | 796 | .23* | 459 | .14* |
| WBT | 1 | 1700 | 297 | .17 | 248 | .15 |
| WBR | d | 1700 | 221 | .13 | 134 | .08 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .91 .89

287 . Jeffrey Rd. at I-5 NB Ramps

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|-------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 896 | .18 | 2519 | .49* |
| NBR | f | | 250 | | 280 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 2814 | .55* | 1730 | .34 |
| SBR | f | | 670 | | 260 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1.5 | | 456 | .13* | 594 | |
| WBT | 0 | 5100 | 0 | | 0 | .28* |
| WBR | 1.5 | | 484 | {.01} | 826 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .73 .82

293 . Jeffrey Rd. at I-405 NB Ramps

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-----------------------|-----------------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 0 | 0 | 0 | 0 | | |
| NBT | 3 | 5100 | 1621 .32 | 2210 | .43* | |
| NBR | f | | 320 | 100 | | |
| SBL | 0 | 0 | 0 | 0 | | |
| SBT | 3 | 5100 | 2100 .41* | 1629 | .32 | |
| SBR | f | | 1340 | 601 | | |
| EBL | 0 | 0 | 0 | 0 | | |
| EBT | 0 | 0 | 0 | 0 | | |
| EBR | 0 | 0 | 0 | 0 | | |
| WBL | 3 | 5100 | 1170 .23* | 1366 | .27* | |
| WBT | 0 | 0 | 0 | 0 | | |
| WBR | 1 | 1700 | 289 .17 | 534 | .31 | |
| Right Turn Adjustment | | | | WBR | .04* | |
| Clearance Interval | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .69 .79

294 . University Dr. at I-405 SB Ramps

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-----------------------|-----------------------|-----------|--|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 0 | 0 | 0 | 0 | | |
| NBT | 3 | 5100 | 1420 .28 | 1781 | .35 | |
| NBR | f | | 1050 | 1120 | | |
| SBL | 0 | 0 | 0 | 0 | | |
| SBT | 3 | 5100 | 2516 .49* | 2373 | .47* | |
| SBR | f | | 280 | 290 | | |
| EBL | 2 | 3400 | 480 .14* | 649 | .19* | |
| EBT | 0 | 0 | 0 | 0 | | |
| EBR | 1 | 1700 | 134 .08 | 127 | .07 | |
| WBL | 0 | 0 | 0 | 0 | | |
| WBT | 0 | 0 | 0 | 0 | | |
| WBR | 0 | 0 | 0 | 0 | | |
| Clearance Interval | | | | | .05* .05* | |

TOTAL CAPACITY UTILIZATION .68 .71

300 . Sand Canyon. Av. at Portola Pkwy.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-----------------------|-----------------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 2 | 3400 | 238 .07* | 606 | .18* | |
| NBT | 0 | 0 | 0 | 0 | | |
| NBR | 2 | 3400 | 414 .12 | 384 | .11 | |
| SBL | 0 | 0 | 0 | 0 | | |
| SBT | 0 | 0 | 0 | 0 | | |
| SBR | 0 | 0 | 0 | 0 | | |
| EBL | 0 | 0 | 0 | 0 | | |
| EBT | 2 | 3400 | 776 .23* | 846 | .25* | |
| EBR | f | | 679 | 236 | | |
| WBL | 2 | 3400 | 451 .13* | 394 | .12* | |
| WBT | 2 | 3400 | 1072 .32 | 964 | .28 | |
| WBR | 0 | 0 | 0 | 0 | | |
| Clearance Interval | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .48 .60

301 . Sand Canyon. Av. at Irvine Bl.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-----------------------|-----------------------|-----------|--|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 2 | 3400 | 105 .03* | 499 | .15* | |
| NBT | 3 | 5100 | 533 .10 | 784 | .15 | |
| NBR | 2 | 3400 | 260 .08 | 457 | .13 | |
| SBL | 2 | 3400 | 414 .12 | 117 | .03 | |
| SBT | 2 | 3400 | 953 .28* | 524 | .15* | |
| SBR | 1 | 1700 | 112 .07 | 228 | .13 | |
| EBL | 2 | 3400 | 257 .08 | 180 | .05* | |
| EBT | 4 | 6800 | 1469 .22* | 1146 | .17 | |
| EBR | 1 | 1700 | 358 .21 | 173 | .10 | |
| WBL | 2 | 3400 | 512 .15* | 413 | .12 | |
| WBT | 3 | 5100 | 1444 .28 | 1793 | .35* | |
| WBR | 1 | 1700 | 151 .09 | 446 | .26 | |
| Clearance Interval | | | | | .05* .05* | |

TOTAL CAPACITY UTILIZATION .73 .75

302 . Sand Canyon. Av. at Trabuco Pkwy.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 209 | .06* | 670 | .20 |
| NBT | 3 | 5100 | 457 | .09 | 1980 | .39* |
| NBR | f | | 216 | | 480 | |
| SBL | 2 | 3400 | 312 | .09 | 385 | .11* |
| SBT | 3 | 5100 | 2279 | .45* | 763 | .15 |
| SBR | 1 | 1700 | 96 | .06 | 153 | .09 |
| EBL | 2 | 3400 | 146 | .04 | 171 | .05 |
| EBT | 3 | 5100 | 323 | .06* | 549 | .11* |
| EBR | f | | 621 | | 220 | |
| WBL | 2 | 3400 | 481 | .14* | 389 | .11* |
| WBT | 3 | 5100 | 835 | .16 | 439 | .09 |
| WBR | d | 1700 | 327 | .19 | 383 | .23 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .76 | | .77 |

303 . Sand Canyon. Av. at I-5 NB Ramps

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-------------------|-------|-------------------|--------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 274 | .08* | 710 | .21 |
| NBT | 4 | 6800 | 1035 | .15 | 2776 | .41* |
| NBR | d | 1700 | 681 | .40 | 1060 | .62 |
| SBL | 2 | 3400 | 322 | .09 | 228 | .07* |
| SBT | 4 | 6800 | 3278 | .48* | 1368 | .20 |
| SBR | 1 | 1700 | 377 | .22 | 245 | .14 |
| EBL | 1.5 | | 133 | | 341 | .10* |
| EBT | 1.5 | 5100 | 237 | .07* | 142 | .08 |
| EBR | 2 | 3400 | 332 | .10 | 228 | .07 |
| WBL | 2 | 3400 | 590 | .17* | 593 | .17 |
| WBT | 1.5 | 5100 | 289 | {.09} | 635 | {.19}* |
| WBR | 1.5 | | 393 | | 413 | |
| Right Turn Adjustment | | | | | NBR | .05* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .85 | | .87 |

305 . Sand Canyon. Av. at I-5 SB Ramps

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-------------------|------|-------------------|-------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 4 | 6800 | 1318 | .19 | 3873 | .57* |
| NBR | 1 | 1700 | 85 | .05 | 270 | .16 |
| SBL | 2 | 3400 | 543 | .16 | 480 | .14* |
| SBT | 4 | 6800 | 3549 | .52* | 1708 | .25 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 2.5 | | 662 | .19* | 567 | .11* |
| EBT | 0 | 6800 | 2 | | 0 | |
| EBR | 1.5 | | 1111 | .33 | 332 | {.00} |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | EBR | .14* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .90 | | .87 |

306 . Sand Canyon. Av. at Oak Cyn./Laguna Cyn. Rd.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 124 | .07 | 201 | .12 |
| NBT | 3 | 5100 | 852 | .17* | 1778 | .35* |
| NBR | 1 | 1700 | 174 | .10 | 139 | .08 |
| SBL | 2 | 3400 | 1638 | .48* | 632 | .19* |
| SBT | 3 | 5100 | 1959 | .38 | 1101 | .22 |
| SBR | d | 1700 | 417 | .25 | 202 | .12 |
| EBL | 2 | 3400 | 108 | .03* | 337 | .10 |
| EBT | 1 | 1700 | 138 | .08 | 250 | .15* |
| EBR | d | 1700 | 104 | .06 | 83 | .05 |
| WBL | 2 | 3400 | 67 | .02 | 175 | .05* |
| WBT | 1 | 1700 | 218 | .13* | 77 | .05 |
| WBR | f | | 340 | | 1505 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .86 | | .79 |

316 . SR-133 SB Ramps at Irvine Bl.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-----------------------|-----------------------|--|------|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 0 | 0 | 0 | 0 | | |
| NBT | 0 | 0 | 0 | 0 | | |
| NBR | 0 | 0 | 0 | 0 | | |
| SBL | 1 | 1700 | 239 .14* | 74 .04* | | |
| SBT | 0 | 0 | 0 | 0 | | |
| SBR | 2 | 3400 | 201 .06 | 136 .04 | | |
| EBL | 0 | 0 | 0 | 0 | | |
| EBT | 4 | 6800 | 1924 .28 | 1636 .24 | | |
| EBR | d | 1700 | 217 .13 | 122 .07 | | |
| WBL | 2 | 3400 | 191 .06 | 198 .06 | | |
| WBT | 3 | 5100 | 1788 .35* | 2494 .49* | | |
| WBR | 0 | 0 | 0 | 0 | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .54 | .58 | | |

317 . SR-133 NB Ramps at Irvine Bl.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-----------------------|-----------------------|--|--|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 1 | 1700 | 62 .04* | 191 .11* | | |
| NBT | 0 | 0 | 0 | 0 | | |
| NBR | 1 | 1700 | 118 .07 | 426 .25 | | |
| SBL | 0 | 0 | 0 | 0 | | |
| SBT | 0 | 0 | 0 | 0 | | |
| SBR | 0 | 0 | 0 | 0 | | |
| EBL | 0 | 0 | 0 | 0 | | |
| EBT | 2 | 3400 | 2016 .59* | 1654 .49 | | |
| EBR | f | | 130 | 200 | | |
| WBL | 0 | 0 | 0 | 0 | | |
| WBT | 3 | 5100 | 1962 .43 | 2569 .56* | | |
| WBR | 0 | 0 | 251 | 270 | | |
| Right Turn Adjustment | | | NBR .03* | NBR .09* | | |
| Clearance Interval | | | .05* | .05* | | |
| TOTAL CAPACITY UTILIZATION | | | .71 | .81 | | |

318 . Banting at Barranca Pkwy.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-----------------------|-----------------------|--|--|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 2 | 3400 | 31 .01* | 29 .01 | | |
| NBT | 1 | 1700 | 11 .01 | 165 .10* | | |
| NBR | 1 | 1700 | 18 .01 | 127 .07 | | |
| SBL | 2 | 3400 | 851 .25 | 146 .04* | | |
| SBT | 2 | 3400 | 706 .42* | 163 .10 | | |
| SBR | 0 | 0 | 773 .45 | 283 .17 | | |
| EBL | 1 | 1700 | 51 .03* | 263 .15* | | |
| EBT | 2 | 3400 | 581 .17 | 897 .26 | | |
| EBR | d | 1700 | 48 .03 | 43 .03 | | |
| WBL | 1 | 1700 | 27 .02 | 15 .01 | | |
| WBT | 2 | 3400 | 676 .20* | 658 .19* | | |
| WBR | f | | 88 | 772 | | |
| Right Turn Adjustment | | | SBR .01* | | | |
| Clearance Interval | | | .05* | .05* | | |
| TOTAL CAPACITY UTILIZATION | | | .72 | .53 | | |

319 . Banting at Alton Pkwy.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-----------------------|-----------------------|--|--|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 1 | 1700 | 4 .00 | 55 .03 | | |
| NBT | 1 | 1700 | 4 .00 | 89 .05* | | |
| NBR | 1 | 1700 | 13 .01 | 156 .09 | | |
| SBL | 2 | 3400 | 112 .03 | 148 .04* | | |
| SBT | 1 | 1700 | 142 .08* | 15 .01 | | |
| SBR | 1 | 1700 | 363 .21 | 77 .05 | | |
| EBL | 2 | 3400 | 14 .00 | 31 .01 | | |
| EBT | 2 | 3400 | 745 .22 | 1186 .35* | | |
| EBR | d | 1700 | 36 .02 | 8 .00 | | |
| WBL | 1 | 1700 | 102 .06 | 6 .00 | | |
| WBT | 2 | 3400 | 1082 .32* | 1008 .30 | | |
| WBR | d | 1700 | 162 .10 | 40 .02 | | |
| Right Turn Adjustment | | | SBR .13* | NBR .04* | | |
| Clearance Interval | | | .05* | .05* | | |
| TOTAL CAPACITY UTILIZATION | | | .58 | .53 | | |

330 . Barranca Pkwy. at Pacifica

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 235 | .14* | 24 | .01* |
| NBT | 2 | 3400 | 916 | .27 | 603 | .18 |
| NBR | 1 | 1700 | 268 | .16 | 485 | .29 |
| SBL | 1 | 1700 | 15 | .01 | 182 | .11 |
| SBT | 2 | 3400 | 508 | .15* | 1310 | .39* |
| SBR | d | 1700 | 139 | .08 | 22 | .01 |
| EBL | 2 | 3400 | 18 | .01* | 125 | .04 |
| EBT | 2 | 3400 | 19 | .01 | 113 | .07* |
| EBR | 0 | 0 | 43 | .03 | 394 | .23 |
| WBL | 2 | 3400 | 261 | .08 | 346 | .10* |
| WBT | 1 | 1700 | 268 | .16* | 44 | .03 |
| WBR | 1 | 1700 | 440 | .26 | 102 | .06 |
| Right Turn Adjustment | | | WBR | .08* | EBR | .15* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .59 .77

335 . Alton Pkwy. at Portola Pkwy.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 39 | .02 | 71 | .04 |
| NBT | 2 | 3400 | 42 | .01* | 126 | .04* |
| NBR | f | | 213 | | 339 | |
| SBL | 1 | 1700 | 237 | .14* | 98 | .06* |
| SBT | 2 | 3400 | 92 | .03 | 53 | .02 |
| SBR | d | 1700 | 43 | .03 | 21 | .01 |
| EBL | 2 | 3400 | 20 | .01 | 36 | .01 |
| EBT | 2 | 3400 | 1000 | .29* | 833 | .25* |
| EBR | f | | 43 | | 50 | |
| WBL | 2 | 3400 | 204 | .06* | 258 | .08* |
| WBT | 3 | 5100 | 828 | .16 | 958 | .19 |
| WBR | f | | 99 | | 188 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .55 .48

336 . Alton Pkwy. at SR-241 Ramps

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 270 | .16* | 149 | .09 |
| NBT | 3 | 5100 | 254 | .05 | 602 | .12* |
| NBR | f | | 177 | | 499 | |
| SBL | 1 | 1700 | 73 | .04 | 263 | .15* |
| SBT | 3 | 5100 | 497 | .10* | 435 | .09 |
| SBR | f | | 260 | | 162 | |
| EBL | 2 | 3400 | 71 | .02 | 131 | .04 |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | f | | 210 | | 230 | |
| WBL | 2 | 3400 | 603 | .18* | 173 | .05* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | f | | 336 | | 137 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .49 .37

338 . Alton Pkwy. at Irvine Bl.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 260 | .08* | 749 | .22* |
| NBT | 3 | 5100 | 497 | .10 | 1259 | .25 |
| NBR | f | | 123 | | 224 | |
| SBL | 2 | 3400 | 278 | .08 | 235 | .07 |
| SBT | 3 | 5100 | 1433 | .28* | 710 | .14* |
| SBR | f | | 609 | | 807 | |
| EBL | 3 | 5100 | 660 | .13 | 636 | .12* |
| EBT | 3 | 5100 | 1429 | .28* | 1011 | .20 |
| EBR | d | 1700 | 830 | .49 | 345 | .20 |
| WBL | 2 | 3400 | 316 | .09* | 174 | .05 |
| WBT | 3 | 5100 | 1201 | .24 | 1794 | .35* |
| WBR | 1 | 1700 | 253 | .15 | 326 | .19 |
| Right Turn Adjustment | | | EBR | .15* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .93 .88

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|------------|--------|------------|--------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0.5 | | 67 | {.04}* | 28 | |
| NBT | 1.5 | 3400 | 114 | .05 | 381 | .12* |
| NBR | 0 | | 1 | | 1 | |
| SBL | 0.5 | | 48 | | 59 | {.03}* |
| SBT | 1.5 | 3400 | 497 | .21* | 230 | .11 |
| SBR | 0 | | 182 | | 93 | |
| EBL | 0.5 | | 23 | {.01}* | 109 | |
| EBT | 0.5 | 1700 | 7 | .04 | 29 | .15* |
| EBR | 0 | | 46 | | 115 | |
| WBL | 0.5 | | 1 | | 1 | |
| WBT | 0.5 | 1700 | 25 | .06* | 20 | .05 |
| WBR | 0 | | 83 | | 72 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .37 | | .35 |

603 . "0" St & "LN" St

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 17 | .01* | 55 | .03 |
| NBT | 2 | 3400 | 152 | .06 | 440 | .17* |
| NBR | 0 | 0 | 39 | | 141 | |
| SBL | 1 | 1700 | 2 | .00 | 3 | .00 |
| SBT | 2 | 3400 | 599 | .18* | 336 | .10 |
| SBR | 0 | 0 | 8 | | 13 | |
| EBL | 1 | 1700 | 12 | .01 | 9 | .01 |
| EBT | 1 | 1700 | 13 | .05* | 12 | .03* |
| EBR | 0 | 0 | 65 | | 34 | |
| WBL | 1 | 1700 | 127 | .07* | 84 | .05* |
| WBT | 1 | 1700 | 8 | .01 | 11 | .01 |
| WBR | 0 | 0 | 3 | | 2 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .36 .30

605 . "0" St & "LQ" St

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-------------------|--------|-------------------|--------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0.5 | | 124 | {.07}* | 118 | |
| NBT | 1.5 | 3400 | 206 | .14 | 635 | .29* |
| NBR | 0 | | 146 | | 216 | |
| SBL | 0.5 | | 25 | | 17 | {.01}* |
| SBT | 1.5 | 3400 | 828 | .26* | 462 | .14 |
| SBR | 0 | | 29 | | 13 | |
| EBL | 0.5 | | 4 | | 17 | |
| EBT | 0.5 | 1700 | 28 | .06* | 78 | .11* |
| EBR | 0 | | 64 | | 92 | |
| WBL | 0.5 | | 232 | {.14}* | 140 | {.08}* |
| WBT | 0.5 | 1700 | 86 | .19 | 44 | .13 |
| WBR | 0 | | 10 | | 44 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .58 .54

608 . "0" St & "LV" St

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 13 | .01* | 27 | .02 |
| NBT | 2 | 3400 | 150 | .05 | 570 | .19* |
| NBR | 0 | 0 | 8 | | 61 | |
| SBL | 1 | 1700 | 1 | .00 | 12 | .01* |
| SBT | 2 | 3400 | 578 | .22* | 510 | .17 |
| SBR | 0 | 0 | 180 | | 74 | |
| EBL | 1 | 1700 | 17 | .01 | 105 | .06 |
| EBT | 1 | 1700 | 5 | .03* | 21 | .05* |
| EBR | 0 | 0 | 39 | | 69 | |
| WBL | 1 | 1700 | 48 | .03* | 47 | .03* |
| WBT | 1 | 1700 | 20 | .01 | 8 | .01 |
| WBR | 0 | 0 | 4 | | 6 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .34 .33

626 . "LY" St & "LQ" St

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-------------------|------|-------------------|--------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0.5 | | 1 | | 1 | |
| NBT | 0.5 | 1700 | 26 | .03 | 145 | .10* |
| NBR | 0 | | 19 | | 28 | |
| SBL | 0.5 | | 0 | | 0 | |
| SBT | 0.5 | 1700 | 179 | .11* | 71 | .04 |
| SBR | 0 | | 4 | | 2 | |
| EBL | 0.5 | | 1 | | 5 | |
| EBT | 0.5 | 1700 | 238 | .14 | 392 | .24* |
| EBR | 0 | | 1 | | 4 | |
| WBL | 0.5 | | 18 | | 32 | {.02}* |
| WBT | 0.5 | 1700 | 404 | .25* | 284 | .19 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .41 .41

631 . "LY" St & "LQ" St

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 7 | .00 | 65 | .04* |
| NBT | 1 | 1700 | 24 | .01 | 89 | .05 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 1 | 1700 | 38 | .02* | 69 | .04* |
| SBR | 1 | 1700 | 111 | .07 | 24 | .01 |
| EBL | 1 | 1700 | 25 | .01* | 59 | .03* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 19 | .01 | 89 | .05 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | SBR | .04* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .12 | | .16 |

782 . "A" St & "LQ" St

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0.5 | | 38 | | 20 | |
| SBT | 0 | 1700 | 0 | .05* | 0 | .03* |
| SBR | 0.5 | | 40 | | 35 | |
| EBL | 0.5 | | 6 | | 9 | |
| EBT | 0.5 | 1700 | 262 | .16 | 380 | .23* |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 1 | 1700 | 340 | .21* | 271 | .18 |
| WBR | 0 | 0 | 15 | | 33 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .31 | | .31 |

787 . "Z" St & "LQ" St

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0.5 | | 3 | | 0 | |
| SBT | 0 | 1700 | 0 | | 0 | |
| SBR | 0.5 | | 4 | | 1 | |
| EBL | 1 | 1700 | 11 | .01* | 18 | .01 |
| EBT | 1 | 1700 | 313 | .18 | 355 | .21* |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 1 | 1700 | 319 | .19* | 311 | .18 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .25 | | .26 |

798 . "B" St & "LQ" St

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 18 | .01 | 37 | .02* |
| NBT | 1 | 1700 | 116 | .07* | 126 | .08 |
| NBR | 0 | 0 | 1 | | 2 | |
| SBL | 1 | 1700 | 9 | .01* | 1 | .00 |
| SBT | 1 | 1700 | 107 | .06 | 152 | .10* |
| SBR | 0 | 0 | 3 | | 17 | |
| EBL | 1 | 1700 | 22 | .01* | 4 | .00 |
| EBT | 1 | 1700 | 257 | .17 | 328 | .21* |
| EBR | 0 | 0 | 38 | | 23 | |
| WBL | 1 | 1700 | 1 | .00 | 1 | .00 |
| WBT | 1 | 1700 | 298 | .19* | 257 | .16 |
| WBR | 0 | 0 | 26 | | 20 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .33 | | .38 |

339 . Alton Pkwy. at Toledo Wy.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|--|-------|----------|-------------------|----------------|-------------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | PK HOUR V/C | PM PK HOUR VOL | PK HOUR V/C |
| NBL | 1 | 1700 | 131 | .08* | 107 | .06 |
| NBT | 3 | 5100 | 1110 | .22 | 1931 | .38* |
| NBR | f | | 99 | | 268 | |
| SBL | 1 | 1700 | 98 | .06 | 52 | .03* |
| SBT | 3 | 5100 | 1929 | .39* | 1014 | .21 |
| SBR | 0 | 0 | 52 | | 63 | |
| EBL | 1 | 1700 | 20 | .01 | 42 | .02 |
| EBT | 1 | 1700 | 103 | .13* | 70 | .13* |
| EBR | 0 | 0 | 126 | | 155 | |
| WBL | 1 | 1700 | 245 | .14* | 131 | .08* |
| WBT | 1 | 1700 | 97 | .06 | 90 | .05 |
| WBR | 1 | 1700 | 210 | .12 | 138 | .08 |
| Clearance Interval | | | | .05* | .05* | |
| Note: Assumes Right-Turn Overlap for WBR | | | | | | |

TOTAL CAPACITY UTILIZATION .79 .67

340 . Alton Pkwy. at Jeronimo Rd.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-------------------|----------------|-------------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | PK HOUR V/C | PM PK HOUR VOL | PK HOUR V/C |
| NBL | 1 | 1700 | 151 | .09* | 19 | .01 |
| NBT | 3 | 5100 | 1155 | .23 | 1882 | .37* |
| NBR | f | | 213 | | 314 | |
| SBL | 2 | 3400 | 109 | .03 | 74 | .02* |
| SBT | 3 | 5100 | 1990 | .40* | 1589 | .31 |
| SBR | 0 | 0 | 73 | | 8 | |
| EBL | 1 | 1700 | 12 | .01 | 42 | .02 |
| EBT | 1 | 1700 | 11 | .01* | 21 | .01* |
| EBR | f | | 27 | | 128 | |
| WBL | 2 | 3400 | 370 | .11* | 294 | .09* |
| WBT | 1 | 1700 | 39 | .02 | 13 | .01 |
| WBR | 1 | 1700 | 102 | .06 | 126 | .07 |
| Clearance Interval | | | | .05* | .05* | |

TOTAL CAPACITY UTILIZATION .66 .54

341 . Alton Pkwy. at Barranca Pkwy./Muirlands Bl.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-------------------|----------------|-------------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | PK HOUR V/C | PM PK HOUR VOL | PK HOUR V/C |
| NBL | 1 | 1700 | 5 | .00 | 19 | .01 |
| NBT | 3 | 5100 | 977 | .19 | 1046 | .21* |
| NBR | f | | 150 | | 376 | |
| SBL | 2 | 3400 | 111 | .03 | 145 | .04* |
| SBT | 3 | 5100 | 1190 | .23* | 1100 | .22 |
| SBR | f | | 947 | | 659 | |
| EBL | 2 | 3400 | 509 | .15* | 966 | .28* |
| EBT | 2 | 3400 | 193 | .06 | 479 | .14 |
| EBR | d | 1700 | 10 | .01 | 6 | .00 |
| WBL | 2 | 3400 | 212 | .06 | 194 | .06 |
| WBT | 2 | 3400 | 370 | .14* | 402 | .16* |
| WBR | 0 | 0 | 98 | | 158 | |
| Clearance Interval | | | | .05* | .05* | |

TOTAL CAPACITY UTILIZATION .57 .74

343 . Alton Pkwy. at Ada

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-------------------|----------------|-------------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | PK HOUR V/C | PM PK HOUR VOL | PK HOUR V/C |
| NBL | 2 | 3400 | 399 | .12* | 128 | .04* |
| NBT | 3 | 5100 | 1606 | .31 | 1388 | .27 |
| NBR | d | 1700 | 3 | .00 | 12 | .01 |
| SBL | 1 | 1700 | 5 | .00 | 19 | .01 |
| SBT | 3 | 5100 | 1614 | .32* | 1874 | .37* |
| SBR | d | 1700 | 61 | .04 | 26 | .02 |
| EBL | 1 | 1700 | 14 | .01* | 34 | .02* |
| EBT | 1 | 1700 | 2 | .00 | 9 | .01 |
| EBR | 1 | 1700 | 76 | .04 | 540 | .32 |
| WBL | 1 | 1700 | 15 | .01 | 29 | .02 |
| WBT | 1 | 1700 | 5 | .01* | 6 | .01* |
| WBR | 0 | 0 | 7 | | 15 | |
| Right Turn Adjustment | | | | | EBR | .28* |
| Clearance Interval | | | | .05* | .05* | |

TOTAL CAPACITY UTILIZATION .51 .77

364 . Bake Pkwy. at Jeronimo Rd.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 500 | .15 | 93 | .03 |
| NBT | 3 | 5100 | 2470 | .48* | 2366 | .46* |
| NBR | d | 1700 | 116 | .07 | 508 | .30 |
| SBL | 1 | 1700 | 75 | .04* | 34 | .02* |
| SBT | 4 | 6800 | 2148 | .33 | 2372 | .35 |
| SBR | 0 | 0 | 118 | | 37 | |
| EBL | 2 | 3400 | 10 | .00 | 77 | .02 |
| EBT | 2 | 3400 | 29 | .01* | 248 | .07* |
| EBR | 1 | 1700 | 51 | .03 | 225 | .13 |
| WBL | 1 | 1700 | 394 | .23* | 124 | .07* |
| WBT | 3 | 5100 | 565 | .12 | 180 | .05 |
| WBR | 0 | 0 | 64 | | 87 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .81 .67

365 . Bake Pkwy. at Muirlands Bl.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 174 | .05 | 34 | .01 |
| NBT | 4 | 6800 | 3081 | .45* | 2716 | .40* |
| NBR | f | | 150 | | 302 | |
| SBL | 2 | 3400 | 105 | .03* | 247 | .07* |
| SBT | 4 | 6800 | 2590 | .38 | 2051 | .30 |
| SBR | f | | 197 | | 69 | |
| EBL | 2 | 3400 | 32 | .01* | 290 | .09 |
| EBT | 2 | 3400 | 196 | .06 | 1129 | .33* |
| EBR | f | | 24 | | 27 | |
| WBL | 2 | 3400 | 386 | .11 | 188 | .06* |
| WBT | 2 | 3400 | 669 | .20* | 273 | .08 |
| WBR | f | | 117 | | 166 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .74 .91

366 . Bake Pkwy. at Rockfield Bl.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 341 | .10 | 111 | .03 |
| NBT | 4 | 6800 | 3158 | .46* | 3006 | .44* |
| NBR | f | | 642 | | 378 | |
| SBL | 2 | 3400 | 261 | .08* | 445 | .13* |
| SBT | 4 | 6800 | 2694 | .40 | 1805 | .27 |
| SBR | 1 | 1700 | 18 | .01 | 32 | .02 |
| EBL | 1 | 1700 | 3 | .00 | 19 | .01 |
| EBT | 2 | 3400 | 57 | .02* | 187 | .06* |
| EBR | f | | 30 | | 395 | |
| WBL | 3 | 5100 | 457 | .09* | 1010 | .20* |
| WBT | 2 | 3400 | 141 | .04 | 136 | .04 |
| WBR | d | 1700 | 129 | .08 | 136 | .08 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .70 .88

367 . Bake Pkwy. at I-5 NB Ramps

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 4 | 6800 | 3622 | .53* | 3053 | .45* |
| NBR | f | | 320 | | 1000 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 1231 | .24 | 2041 | .40 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1 | 1700 | 159 | .09* | 139 | .08* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 3 | 5100 | 1238 | .24 | 477 | .09 |
| Right Turn Adjustment | | | WBR | .15* | WBR | .01* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .82 .59

368 . Bake Pkwy. at I-5 SB Ramps

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 1383 | .27* | 2004 | .39* |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 1043 | .20 | 1415 | .28 |
| SBR | f | | 403 | | 866 | |
| EBL | 3 | 5100 | 2504 | .49* | 2171 | .43* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 487 | .29 | 265 | .16 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .81 | | .87 |

371 . Bake Pkwy. at Research Dr.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 93 | .05 | 25 | .01* |
| NBT | 3 | 5100 | 1084 | .21* | 743 | .15 |
| NBR | d | 1700 | 51 | .03 | 6 | .00 |
| SBL | 2 | 3400 | 397 | .12* | 233 | .07 |
| SBT | 3 | 5100 | 716 | .14 | 1234 | .24* |
| SBR | 1 | 1700 | 630 | .37 | 215 | .13 |
| EBL | 2 | 3400 | 119 | .04* | 518 | .15* |
| EBT | 2 | 3400 | 154 | .05 | 193 | .06 |
| EBR | d | 1700 | 16 | .01 | 20 | .01 |
| WBL | 1 | 1700 | 30 | .02 | 12 | .01 |
| WBT | 1 | 1700 | 159 | .09* | 283 | .17* |
| WBR | 1 | 1700 | 160 | .09 | 749 | .44 |
| Right Turn Adjustment | | SBR | | .06* | WBR | .19* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .57 | | .81 |

372 . Bake Pkwy. at ICD

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 134 | .04 | 223 | .07 |
| NBT | 3 | 5100 | 599 | .12* | 255 | .05* |
| NBR | d | 1700 | 91 | .05 | 24 | .01 |
| SBL | 2 | 3400 | 325 | .10* | 585 | .17* |
| SBT | 3 | 5100 | 165 | .03 | 591 | .12 |
| SBR | 1 | 1700 | 277 | .16 | 152 | .09 |
| EBL | 2 | 3400 | 213 | .06* | 182 | .05 |
| EBT | 3 | 5100 | 801 | .16 | 1207 | .24* |
| EBR | f | | 118 | | 179 | |
| WBL | 2 | 3400 | 7 | .00 | 34 | .01* |
| WBT | 4 | 6800 | 774 | .11* | 801 | .12 |
| WBR | d | 1700 | 487 | .29 | 358 | .21 |
| Right Turn Adjustment | | WBR | | .10* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .54 | | .52 |

373 . Lake Forest Dr. at SR-241 NB Ramps

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 149 | .04 | 322 | .09* |
| NBT | 2 | 3400 | 1074 | .32* | 1270 | .37 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 2 | 3400 | 911 | .27 | 950 | .28* |
| SBR | 1 | 1700 | 166 | .05 | 278 | .16 |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .37 | | .42 |

437 . Scientific Wy. at ICD

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 3 | .00 | 127 | .04* |
| NBT | 2 | 3400 | 6 | .00 | 64 | .02 |
| NBR | 1 | 1700 | 2 | .00 | 16 | .01 |
| SBL | 2 | 3400 | 8 | .00 | 10 | .00 |
| SBT | 2 | 3400 | 32 | .01* | 15 | .00* |
| SBR | 1 | 1700 | 13 | .01 | 26 | .02 |
| EBL | 1 | 1700 | 61 | .04* | 69 | .04 |
| EBT | 3 | 5100 | 530 | .10 | 1474 | .29* |
| EBR | 1 | 1700 | 91 | .05 | 11 | .01 |
| WBL | 1 | 1700 | 16 | .01 | 3 | .00 |
| WBT | 3 | 5100 | 1164 | .23* | 876 | .17 |
| WBR | 1 | 1700 | 83 | .05 | 37 | .02 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .33 | | .38 |

441 . Loop Rd. at Jamboree Rd. SB Ramps

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 2 | 3400 | 20 | .01 | 130 | .04* |
| NBR | 1 | 1700 | 20 | .01 | 69 | .04 |
| SBL | 1 | 1700 | 20 | .01 | 22 | .01* |
| SBT | 2 | 3400 | 220 | .06* | 148 | .04 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1.5 | | 550 | .16* | 288 | .08* |
| WBT | 0 | 5100 | 0 | | 0 | |
| WBR | 1.5 | | 50 | | 83 | .05 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .27 | | .18 |

444 . Sand Canyon Av. at Burt Rd.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 33 | .02* | 59 | .03 |
| NBT | 3 | 5100 | 1219 | .25 | 3509 | .70* |
| NBR | 0 | 0 | 78 | | 86 | |
| SBL | 1 | 1700 | 88 | .05 | 97 | .06* |
| SBT | 3 | 5100 | 3973 | .78* | 1803 | .35 |
| SBR | 1 | 1700 | 149 | .09 | 66 | .04 |
| EBL | 1 | 1700 | 50 | .03* | 115 | .07* |
| EBT | 1 | 1700 | 4 | .00 | 7 | .00 |
| EBR | d | 1700 | 46 | .03 | 68 | .04 |
| WBL | 1 | 1700 | 68 | .04 | 49 | .03 |
| WBT | 1 | 1700 | 9 | .01* | 5 | .00* |
| WBR | 1 | 1700 | 73 | .04 | 96 | .06 |
| Right Turn Adjustment | | | EBR | .01* | WBR | .01* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .90 | | .89 |

452 . Jamboree Rd. at Santiago Canyon Rd.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 1281 | .38* | 2148 | .63* |
| NBT | 1 | 1700 | 38 | .02 | 19 | .01 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 2 | 3400 | 11 | .00* | 28 | .01* |
| SBR | d | 1700 | 9 | .01 | 22 | .01 |
| EBL | 1 | 1700 | 12 | .01* | 21 | .01* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 2 | 3400 | 1999 | .59 | 1202 | .35 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | EBR | .30* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .74 | | .70 |

484 . Sand Canyon Av. at Roosevelt

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|---|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 87 | .03* | 264 | .08 |
| NBT | 4 | 6800 | 766 | .11 | 2291 | .34* |
| NBR | d | 1700 | 179 | .11 | 273 | .16 |
| SBL | 2 | 3400 | 184 | .05 | 102 | .03* |
| SBT | 4 | 6800 | 2798 | .41* | 1018 | .15 |
| SBR | d | 1700 | 95 | .06 | 99 | .06 |
| EBL | 2 | 3400 | 90 | .03 | 106 | .03* |
| EBT | 1 | 1700 | 197 | .12* | 105 | .06 |
| EBR | d | 1700 | 312 | .18 | 121 | .07 |
| WBL | 2 | 3400 | 116 | .03* | 161 | .05 |
| WBT | 1 | 1700 | 38 | .02 | 147 | .09* |
| WBR | d | 1700 | 35 | .02 | 144 | .08 |
| Right Turn Adjustment Clearance Interval | | | EBR | .04* | | .05* |
| | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .68 .54

485 . Sand Canyon Av. at Nightmist

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|---|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 66 | .02* | 243 | .07 |
| NBT | 4 | 6800 | 914 | .13 | 2940 | .43* |
| NBR | d | 1700 | 174 | .10 | 144 | .08 |
| SBL | 1 | 1700 | 127 | .07 | 32 | .02* |
| SBT | 4 | 6800 | 3423 | .50* | 1444 | .21 |
| SBR | d | 1700 | 45 | .03 | 63 | .04 |
| EBL | 1 | 1700 | 63 | .04 | 55 | .03 |
| EBT | 1 | 1700 | 109 | .06* | 25 | .01* |
| EBR | 1 | 1700 | 289 | .17 | 113 | .07 |
| WBL | 2 | 3400 | 158 | .05* | 334 | .10* |
| WBT | 1 | 1700 | 19 | .01 | 126 | .07 |
| WBR | d | 1700 | 33 | .02 | 162 | .10 |
| Right Turn Adjustment Clearance Interval | | | EBR | .09* | | .05* |
| | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .77 .61

486 . SR-133 SB Ramps at Trabuco Rd.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1 | 1700 | 272 | .16* | 157 | .09* |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 2 | 3400 | 429 | .13 | 133 | .04 |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 2 | 3400 | 688 | .20 | 1193 | .35* |
| EBR | 1 | 1700 | 350 | .21 | 301 | .18 |
| WBL | 2 | 3400 | 400 | .12 | 369 | .11* |
| WBT | 2 | 3400 | 1241 | .37* | 1247 | .37 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .58 .60

487 . SR-133 NB Ramps at Trabuco Rd.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 257 | .08* | 462 | .14* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 2 | 3400 | 559 | .16 | 508 | .15 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 2 | 3400 | 941 | .28 | 1092 | .32* |
| EBR | f | | 38 | | 259 | |
| WBL | 1 | 1700 | 122 | .07 | 301 | .18* |
| WBT | 2 | 3400 | 1383 | .41* | 1158 | .34 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .54 .69

555 . Bake Pkwy. at Rancho Pkwy. S

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 422 | .25* | 146 | .09 |
| NBT | 2 | 3400 | 845 | .25 | 1887 | .56* |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 2 | 3400 | 1693 | .50* | 1011 | .30 |
| SBR | 1 | 1700 | 428 | .25 | 237 | .14 |
| EBL | 2 | 3400 | 255 | .08* | 520 | .15* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 107 | .06 | 290 | .17 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .88 | | .76 | |

556 . Ridge Valley at Portola Pkwy.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 230 | .14* | 200 | .12* |
| NBT | 1 | 1700 | 18 | .01 | 81 | .05 |
| NBR | d | 1700 | 97 | .06 | 404 | .24 |
| SBL | 1 | 1700 | 141 | .08 | 28 | .02 |
| SBT | 2 | 3400 | 65 | .02* | 57 | .02* |
| SBR | d | 1700 | 21 | .01 | 16 | .01 |
| EBL | 1 | 1700 | 20 | .01 | 6 | .00 |
| EBT | 2 | 3400 | 901 | .26* | 1168 | .34* |
| EBR | d | 1700 | 182 | .11 | 176 | .10 |
| WBL | 1 | 1700 | 383 | .23* | 157 | .09* |
| WBT | 2 | 3400 | 1279 | .38 | 1014 | .30 |
| WBR | d | 1700 | 22 | .01 | 93 | .05 |
| Right Turn Adjustment | | | | | NBR | .05* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .70 | | .67 | |

557 . O St. at C St.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|--------|----------------|--------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0.5 | | 30 | {.02}* | 32 | |
| NBT | 1 | 3400 | 147 | .05 | 369 | .12* |
| NBR | 0.5 | | 6 | | 14 | |
| SBL | 0.5 | | 37 | | 28 | {.02}* |
| SBT | 1 | 3400 | 507 | .21* | 281 | .11 |
| SBR | 0.5 | | 181 | | 73 | |
| EBL | 0.5 | | 40 | {.02}* | 150 | |
| EBT | 0.5 | 1700 | 16 | .05 | 48 | .15* |
| EBR | 0 | | 24 | | 55 | |
| WBL | 0.5 | | 19 | | 15 | {.01}* |
| WBT | 0.5 | 1700 | 59 | .06* | 35 | .05 |
| WBR | 0 | | 32 | | 41 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .36 | | .35 | |

558 . O St. at Irvine Bl.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 135 | .04 | 232 | .07 |
| NBT | 2 | 3400 | 50 | .01* | 276 | .08* |
| NBR | d | 1700 | 65 | .04 | 82 | .05 |
| SBL | 1 | 1700 | 281 | .17* | 112 | .07* |
| SBT | 2 | 3400 | 380 | .11 | 128 | .04 |
| SBR | f | | 601 | | 330 | |
| EBL | 2 | 3400 | 162 | .05 | 544 | .16* |
| EBT | 3 | 5100 | 1794 | .35* | 1396 | .27 |
| EBR | 1 | 1700 | 265 | .16 | 188 | .11 |
| WBL | 2 | 3400 | 115 | .03* | 94 | .03 |
| WBT | 3 | 5100 | 1653 | .32 | 2257 | .44* |
| WBR | 1 | 1700 | 78 | .05 | 290 | .17 |
| Right Turn Adjustment | | | NBR | .01* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .62 | | .80 | |

559 . 0 St. at Trabuco Rd.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 150 | .04* | 419 | .12* |
| NBT | 2 | 3400 | 69 | .02 | 383 | .12 |
| NBR | 0 | 0 | 4 | | 28 | |
| SBL | 1 | 1700 | 20 | .01 | 42 | .02 |
| SBT | 2 | 3400 | 340 | .10* | 280 | .08* |
| SBR | 1 | 1700 | 833 | .49 | 590 | .35 |
| EBL | 2 | 3400 | 625 | .18* | 734 | .22* |
| EBT | 2 | 3400 | 307 | .09 | 502 | .15 |
| EBR | 1 | 1700 | 564 | .33 | 369 | .22 |
| WBL | 1 | 1700 | 25 | .01 | 25 | .01 |
| WBT | 2 | 3400 | 557 | .17* | 468 | .15* |
| WBR | 0 | 0 | 27 | | 49 | |
| Right Turn Adjustment | | | SBR | .21* | SBR | .05* |
| Clearance Interval | | | | .05* | | .05* |
| Note: Assumes Right-Turn Overlap for SBR EBR | | | | | | |

TOTAL CAPACITY UTILIZATION .75 .67

560 . 0 St. at Marine Wy.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 2 | 3400 | 320 | .09* | 375 | .11* |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 1 | 1700 | 154 | .09 | 286 | .17 |
| EBL | 1 | 1700 | 58 | .03* | 286 | .17* |
| EBT | 2 | 3400 | 900 | .26 | 915 | .27 |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 2 | 3400 | 1066 | .31* | 984 | .29* |
| WBR | 1 | 1700 | 142 | .08 | 404 | .24 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .48 .62

562 . D St. at Marine Wy.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1 | 1700 | 23 | .01* | 202 | .12* |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 1 | 1700 | 47 | .03 | 329 | .19 |
| EBL | 1 | 1700 | 134 | .08* | 325 | .19* |
| EBT | 2 | 3400 | 961 | .28 | 978 | .29 |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 2 | 3400 | 1248 | .39* | 1001 | .35* |
| WBR | 0 | 0 | 87 | | 205 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .53 .71

563 . B St. at Irvine Bl.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 87 | .05* | 171 | .10* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 1 | 1700 | 63 | .04 | 79 | .05 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 3 | 5100 | 2492 | .49* | 1591 | .31 |
| EBR | 1 | 1700 | 235 | .14 | 109 | .06 |
| WBL | 1 | 1700 | 116 | .07* | 91 | .05 |
| WBT | 3 | 5100 | 1687 | .33 | 2859 | .56* |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .66 .71

564 . D St. at Marine Wy.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 77 | .05 | 30 | .02 |
| NBT | 1 | 1700 | 60 | .10* | 30 | .06* |
| NBR | 0 | 0 | 104 | | 70 | |
| SBL | 1 | 1700 | 26 | .02* | 163 | .10* |
| SBT | 1 | 1700 | 6 | .01 | 59 | .08 |
| SBR | 0 | 0 | 18 | | 69 | |
| EBL | 1 | 1700 | 55 | .03* | 52 | .03 |
| EBT | 2 | 3400 | 860 | .26 | 1177 | .36* |
| EBR | 0 | 0 | 19 | | 43 | |
| WBL | 1 | 1700 | 55 | .03 | 98 | .06* |
| WBT | 2 | 3400 | 1314 | .42* | 1061 | .35 |
| WBR | 0 | 0 | 115 | | 117 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .62 | | .63 | |

566 . Marine Wy. at Barranca Pkwy.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 124 | .07* | 101 | .06 |
| NBT | 2 | 3400 | 324 | .10 | 476 | .14* |
| NBR | 1 | 1700 | 92 | .05 | 113 | .07 |
| SBL | 2 | 3400 | 272 | .08 | 294 | .09* |
| SBT | 2 | 3400 | 521 | .15* | 370 | .11 |
| SBR | 1 | 1700 | 367 | .22 | 266 | .16 |
| EBL | 2 | 3400 | 190 | .06* | 451 | .13* |
| EBT | 2 | 3400 | 468 | .14 | 976 | .29 |
| EBR | 1 | 1700 | 101 | .06 | 132 | .08 |
| WBL | 2 | 3400 | 149 | .04 | 108 | .03 |
| WBT | 2 | 3400 | 952 | .28* | 706 | .21* |
| WBR | 1 | 1700 | 288 | .17 | 367 | .22 |
| Right Turn Adjustment | | SBR | | .02* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .63 | | .62 | |

567 . Marine Wy. at Alton Pkwy.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 587 | .17* | 477 | .14* |
| NBT | 2 | 3400 | 454 | .13 | 424 | .12 |
| NBR | 1 | 1700 | 220 | .13 | 210 | .12 |
| SBL | 1 | 1700 | 109 | .06 | 110 | .06 |
| SBT | 2 | 3400 | 335 | .10* | 468 | .14* |
| SBR | 1 | 1700 | 296 | .17 | 251 | .15 |
| EBL | 2 | 3400 | 231 | .07* | 256 | .08* |
| EBT | 3 | 5100 | 1011 | .20 | 1102 | .22 |
| EBR | f | | 345 | | 518 | |
| WBL | 2 | 3400 | 160 | .05 | 215 | .06 |
| WBT | 3 | 5100 | 1217 | .24* | 1015 | .20* |
| WBR | 1 | 1700 | 105 | .06 | 101 | .06 |
| Right Turn Adjustment | | SBR | | .02* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .65 | | .61 | |

568 . Marine Wy. at Rockfield Bl.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 0 | .00 | 0 | .00 |
| NBT | 2 | 3400 | 1392 | .41* | 1060 | .31 |
| NBR | 1 | 1700 | 0 | .00 | 0 | .00 |
| SBL | 1 | 1700 | 0 | .00 | 0 | .00 |
| SBT | 2 | 3400 | 788 | .23 | 1260 | .37* |
| SBR | 1 | 1700 | 0 | .00 | 0 | .00 |
| EBL | 1 | 1700 | 1 | .00 | 1 | .00 |
| EBT | 1 | 1700 | 0 | .00 | 0 | .00 |
| EBR | 0 | 0 | 1 | | 1 | |
| WBL | 1 | 1700 | 1 | .00 | 1 | .00 |
| WBT | 1 | 1700 | 0 | .00* | 0 | .00* |
| WBR | 1 | 1700 | 1 | .00 | 1 | .00 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .46 | | .42 | |

569 . Bake Pkwy. at Marine Wy.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|---|-------|----------|-----------------------|-----------------------|--|------|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 2 | 3400 | 956 .28* | 538 .16* | | |
| NBT | 4 | 6800 | 2777 .41 | 2624 .39 | | |
| NBR | 1 | 1700 | 32 .02 | 0 .00 | | |
| SBL | 1 | 1700 | 19 .01 | 0 .00 | | |
| SBT | 5 | 8500 | 2293 .34* | 2449 .33* | | |
| SBR | 0 | 0 | 702 .41 | 376 | | |
| EBL | 2 | 3400 | 259 .08* | 571 .17* | | |
| EBT | 1 | 1700 | 19 .01 | 40 .02 | | |
| EBR | 2 | 3400 | 303 .09 | 762 .22 | | |
| WBL | 2 | 3400 | 4 .00 | 19 .01 | | |
| WBT | 2 | 3400 | 12 .00* | 26 .01* | | |
| WBR | 0 | 0 | 4 | 15 | | |
| Right Turn Adjustment Clearance Interval | | | SBR .01* .05* | | | .05* |

TOTAL CAPACITY UTILIZATION .76 .72

571 . Portola Springs at Portola Pkwy.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|---|-------|----------|-----------------------|-----------------------|--|------|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 2 | 3400 | 302 .09* | 289 .09* | | |
| NBT | 1 | 1700 | 5 .04 | 27 .07 | | |
| NBR | 0 | 0 | 67 | 91 | | |
| SBL | 1 | 1700 | 66 .04 | 33 .02 | | |
| SBT | 1 | 1700 | 73 .04* | 53 .03* | | |
| SBR | d | 1700 | 294 .17 | 106 .06 | | |
| EBL | 1 | 1700 | 15 .01* | 29 .02 | | |
| EBT | 2 | 3400 | 1001 .29 | 1307 .38* | | |
| EBR | 1 | 1700 | 119 .07 | 232 .14 | | |
| WBL | 1 | 1700 | 39 .02 | 55 .03* | | |
| WBT | 2 | 3400 | 1319 .39* | 1015 .30 | | |
| WBR | d | 1700 | 0 .00 | 14 .01 | | |
| Right Turn Adjustment Clearance Interval | | | SBR .12* .05* | | | .05* |

TOTAL CAPACITY UTILIZATION .70 .58

572 . Modjeska Rd. at Irvine Bl.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|---|-------|----------|-----------------------|-----------------------|--|------|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 1 | 1700 | 56 .03 | 70 .04 | | |
| NBT | 1 | 1700 | 56 .03* | 87 .05* | | |
| NBR | 1 | 1700 | 128 .08 | 104 .06 | | |
| SBL | 2 | 3400 | 408 .12* | 249 .07* | | |
| SBT | 1 | 1700 | 85 .05 | 89 .05 | | |
| SBR | d | 1700 | 180 .11 | 165 .10 | | |
| EBL | 1 | 1700 | 95 .06 | 132 .08* | | |
| EBT | 3 | 5100 | 2034 .40* | 1457 .29 | | |
| EBR | 1 | 1700 | 39 .02 | 65 .04 | | |
| WBL | 1 | 1700 | 77 .05* | 136 .08 | | |
| WBT | 3 | 5100 | 1613 .32 | 2405 .47* | | |
| WBR | 1 | 1700 | 189 .11 | 360 .21 | | |
| Right Turn Adjustment Clearance Interval | | | NBR .01* .05* | | | .05* |

TOTAL CAPACITY UTILIZATION .66 .72

637 . Sterling at Muirlands Bl.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 1 | 1700 | 21 | .01* | 84 | .05* | |
| NBT | 1 | 1700 | 15 | .01 | 19 | .03 | |
| NBR | 0 | 0 | 3 | | 34 | | |
| SBL | 1 | 1700 | 6 | .00 | 55 | .03 | |
| SBT | 1 | 1700 | 12 | .03* | 18 | .09* | |
| SBR | 0 | 0 | 42 | | 138 | | |
| EBL | 1 | 1700 | 134 | .08* | 60 | .04 | |
| EBT | 2 | 3400 | 264 | .09 | 921 | .28* | |
| EBR | 0 | 0 | 51 | | 35 | | |
| WBL | 1 | 1700 | 19 | .01 | 7 | .00 | |
| WBT | 2 | 3400 | 567 | .18* | 447 | .13 | |
| WBR | 0 | 0 | 44 | | 11 | | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .35 .47

640 . Thomas at Muirlands Bl.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 1 | 1700 | 31 | .02 | 172 | .10* | |
| NBT | 1 | 1700 | 32 | .02* | 8 | .00 | |
| NBR | d | 1700 | 9 | .01 | 82 | .05 | |
| SBL | 1 | 1700 | 13 | .01* | 28 | .02 | |
| SBT | 1 | 1700 | 6 | .00 | 19 | .01* | |
| SBR | d | 1700 | 2 | .00 | 33 | .02 | |
| EBL | 1 | 1700 | 10 | .01* | 1 | .00 | |
| EBT | 2 | 3400 | 179 | .05 | 909 | .27* | |
| EBR | d | 1700 | 59 | .03 | 74 | .04 | |
| WBL | 1 | 1700 | 74 | .04 | 1 | .00 | |
| WBT | 2 | 3400 | 587 | .17* | 253 | .07 | |
| WBR | d | 1700 | 17 | .01 | 1 | .00 | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .26 .43

627 . LY St. at Irvine B.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 1 | 1700 | 47 | .03* | 69 | .04* | |
| NBT | 0 | 0 | 0 | | 0 | | |
| NBR | 1 | 1700 | 53 | .03 | 71 | .04 | |
| SBL | 0 | 0 | 0 | | 0 | | |
| SBT | 0 | 0 | 0 | | 0 | | |
| SBR | 0 | 0 | 0 | | 0 | | |
| EBL | 0 | 0 | 0 | | 0 | | |
| EBT | 3 | 5100 | 2097 | .41* | 1549 | .30 | |
| EBR | 1 | 1700 | 56 | .03 | 45 | .03 | |
| WBL | 1 | 1700 | 54 | .03* | 75 | .04 | |
| WBT | 3 | 5100 | 1783 | .35 | 2561 | .50* | |
| WBR | 0 | 0 | 0 | | 0 | | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .52 .59

790 . Z St. at Irvine Bl.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C | |
| NBL | 1 | 1700 | 53 | .03 | 50 | .03* | |
| NBT | 1 | 1700 | 7 | .00* | 14 | .01 | |
| NBR | 1 | 1700 | 70 | .04 | 35 | .02 | |
| SBL | 1 | 1700 | 168 | .10* | 54 | .03 | |
| SBT | 1 | 1700 | 33 | .02 | 17 | .01* | |
| SBR | 1 | 1700 | 129 | .08 | 79 | .05 | |
| EBL | 1 | 1700 | 39 | .02 | 73 | .04* | |
| EBT | 3 | 5100 | 2522 | .49* | 1690 | .33 | |
| EBR | 1 | 1700 | 39 | .02 | 63 | .04 | |
| WBL | 1 | 1700 | 48 | .03* | 80 | .05 | |
| WBT | 3 | 5100 | 1708 | .33 | 2841 | .56* | |
| WBR | 1 | 1700 | 24 | .01 | 93 | .05 | |
| Right Turn Adjustment | | | NBR | .02* | SBR | .01* | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .69 .70

800 . LQ St. at Irvine Bl.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 59 | .03 | 82 | .05* |
| NBT | 1 | 1700 | 13 | .01* | 45 | .03 |
| NBR | 1 | 1700 | 201 | .12 | 137 | .08 |
| SBL | 1 | 1700 | 154 | .09* | 64 | .04 |
| SBT | 1 | 1700 | 32 | .05 | 20 | .03* |
| SBR | 0 | 0 | 45 | | 38 | |
| EBL | 1 | 1700 | 20 | .01 | 65 | .04* |
| EBT | 3 | 5100 | 2525 | .50* | 1629 | .32 |
| EBR | 1 | 1700 | 69 | .04 | 54 | .03 |
| WBL | 2 | 3400 | 129 | .04* | 176 | .05 |
| WBT | 3 | 5100 | 1666 | .33 | 2750 | .54* |
| WBR | 1 | 1700 | 57 | .03 | 169 | .10 |
| Right Turn Adjustment | | | NBR | .08* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .77 .71

820 . Fairbanks at Irvine Bl.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 3 | .00 | 81 | .05 |
| NBT | 1 | 1700 | 125 | .12* | 54 | .26* |
| NBR | 0 | 0 | 74 | | 387 | |
| SBL | 1 | 1700 | 60 | .04* | 127 | .07* |
| SBT | 1 | 1700 | 39 | .04 | 143 | .22 |
| SBR | 0 | 0 | 22 | | 239 | |
| EBL | 1 | 1700 | 223 | .13 | 56 | .03* |
| EBT | 3 | 5100 | 1565 | .33* | 1376 | .27 |
| EBR | 0 | 0 | 98 | | 17 | |
| WBL | 1 | 1700 | 293 | .17* | 60 | .04 |
| WBT | 3 | 5100 | 1676 | .37 | 1969 | .40* |
| WBR | 0 | 0 | 192 | | 60 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .71 .81

821 . Alton Pkwy. at Fairbanks

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 81 | .05* | 127 | .07 |
| NBT | 3 | 5100 | 761 | .17 | 1862 | .40* |
| NBR | 0 | 0 | 99 | | 162 | |
| SBL | 1 | 1700 | 153 | .09 | 137 | .08* |
| SBT | 3 | 5100 | 1986 | .41* | 873 | .19 |
| SBR | 0 | 0 | 118 | | 117 | |
| EBL | 1 | 1700 | 71 | .04 | 137 | .08* |
| EBT | 1 | 1700 | 79 | .12* | 102 | .10 |
| EBR | 0 | 0 | 120 | | 73 | |
| WBL | 1 | 1700 | 50 | .03* | 44 | .03 |
| WBT | 1 | 1700 | 30 | .03 | 55 | .08* |
| WBR | 0 | 0 | 29 | | 81 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .66 .69

822 . "F" Street at Irvine Bl.

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 108 | .06* | 77 | .05* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 1 | 1700 | 143 | .08 | 83 | .05 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 3 | 5100 | 2827 | .55* | 1800 | .35 |
| EBR | 1 | 1700 | 46 | .03 | 72 | .04 |
| WBL | 1 | 1700 | 54 | .03* | 138 | .08 |
| WBT | 3 | 5100 | 2522 | .49 | 3189 | .63* |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .69 .73

799 . "B" Street at Marine Way

| ITAM 8.4-10 P30 Opt1 (IRVINE ISEC) | | | | | | | |
|------------------------------------|-------|----------|-------------------|-------------|-------------------|-------------|--|
| | LANES | CAPACITY | AM PK HOUR VOL | HOUR V/C | PM PK HOUR VOL | HOUR V/C | |
| NBL | 1 | 1700 | 92 | .05 | 55 | .03 | |
| NBT | 1 | 1700 | 35 | .03* | 52 | .04* | |
| NBR | 0 | 0 | 24 | | 13 | | |
| SBL | 1 | 1700 | 124 | .07* | 62 | .04* | |
| SBT | 1 | 1700 | 54 | .03 | 46 | .03 | |
| SBR | 1 | 1700 | 489 | .29 | 256 | .15 | |
| EBL | 1 | 1700 | 139 | .08* | 406 | .24* | |
| EBT | 2 | 3400 | 792 | .24 | 895 | .29 | |
| EBR | 0 | 0 | 35 | | 75 | | |
| WBL | 1 | 1700 | 11 | .01 | 19 | .01 | |
| WBT | 2 | 3400 | 929 | .27* | 979 | .29* | |
| WBR | 1 | 1700 | 36 | .02 | 102 | .06 | |
| Right Turn Adjustment | | | SBR | .18* | | | |
| Clearance Interval | | | | .05* | | .05* | |
| TOTAL CAPACITY UTILIZATION | | | | .68 | | .66 | |

FORECAST INTERSECTION VOLUMES

ITAM SHEETS

**HERITAGE FIELDS PROJECT 2012 – GPA/ZC TRAFFIC STUDY
YEAR 2035 – WITH 2012 MODIFIED PROJECT OPTION 2**

268 . W. Yale Loop at Alton Pkwy.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 217 | .13* | 170 | .10* |
| NBT | 2 | 3400 | 221 | .07 | 240 | .07 |
| NBR | d | 1700 | 182 | .11 | 280 | .16 |
| SBL | 1 | 1700 | 127 | .07 | 56 | .03 |
| SBT | 2 | 3400 | 328 | .10* | 129 | .04* |
| SBR | d | 1700 | 144 | .08 | 125 | .07 |
| EBL | 1 | 1700 | 114 | .07* | 118 | .07 |
| EBT | 2 | 3400 | 850 | .25 | 1204 | .35* |
| EBR | d | 1700 | 183 | .11 | 226 | .13 |
| WBL | 1 | 1700 | 89 | .05 | 235 | .14* |
| WBT | 2 | 3400 | 1179 | .35* | 1045 | .31 |
| WBR | d | 1700 | 115 | .07 | 112 | .07 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .70 | | .68 | |

271 . E. Yale Lp. at Alton Pkwy.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 232 | .14* | 114 | .07* |
| NBT | 2 | 3400 | 229 | .07 | 179 | .05 |
| NBR | d | 1700 | 529 | .31 | 258 | .15 |
| SBL | 2 | 3400 | 228 | .07 | 190 | .06 |
| SBT | 2 | 3400 | 122 | .04* | 144 | .04* |
| SBR | d | 1700 | 160 | .09 | 98 | .06 |
| EBL | 1 | 1700 | 173 | .10* | 276 | .16 |
| EBT | 2 | 3400 | 755 | .28 | 1173 | .39* |
| EBR | 0 | 0 | 182 | | 153 | |
| WBL | 2 | 3400 | 199 | .06 | 453 | .13* |
| WBT | 2 | 3400 | 1079 | .32* | 1028 | .30 |
| WBR | d | 1700 | 142 | .08 | 145 | .09 |
| Right Turn Adjustment | | | NBR | .09* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .74 | | .68 | |

282 . Jeffrey Rd. at Portola Pkwy.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 953 | .28* | 733 | .22* |
| NBT | 2 | 3400 | 230 | .07 | 200 | .06 |
| NBR | 1 | 1700 | 58 | .03 | 131 | .08 |
| SBL | 2 | 3400 | 373 | .11 | 379 | .11 |
| SBT | 3 | 5100 | 356 | .08* | 235 | .06* |
| SBR | 0 | 0 | 66 | | 69 | |
| EBL | 2 | 3400 | 122 | .04 | 334 | .10 |
| EBT | 3 | 5100 | 973 | .19* | 850 | .17* |
| EBR | 1 | 1700 | 486 | .29 | 364 | .21 |
| WBL | 2 | 3400 | 261 | .08* | 491 | .14* |
| WBT | 3 | 5100 | 895 | .18 | 638 | .13 |
| WBR | d | 1700 | 158 | .09 | 146 | .09 |
| Clearance Interval | | | | .05* | | .05* |
| Note: Assumes Right-Turn Overlap for EBR | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | .68 | | .64 | |

283 . Jeffrey Rd. at Irvine Bl.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 151 | .04* | 419 | .12 |
| NBT | 3 | 5100 | 718 | .14 | 927 | .18* |
| NBR | f | | 291 | | 383 | |
| SBL | 2 | 3400 | 356 | .10 | 288 | .08* |
| SBT | 3 | 5100 | 1260 | .25* | 583 | .11 |
| SBR | 1 | 1700 | 135 | .08 | 209 | .12 |
| EBL | 2 | 3400 | 161 | .05* | 117 | .03* |
| EBT | 3 | 5100 | 1483 | .29 | 1388 | .27 |
| EBR | d | 1700 | 299 | .18 | 276 | .16 |
| WBL | 2 | 3400 | 290 | .09 | 281 | .08 |
| WBT | 3 | 5100 | 1844 | .36* | 1882 | .37* |
| WBR | d | 1700 | 291 | .17 | 406 | .24 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .75 | | .71 | |

284 . Jeffrey Rd. at Bryan Av.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|-------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 164 | .05* | 344 | .10 |
| NBT | 3 | 5100 | 757 | .18 | 1347 | .34* |
| NBR | 0 | 0 | 152 | | 392 | |
| SBL | 2 | 3400 | 77 | .02 | 79 | .02* |
| SBT | 3 | 5100 | 1406 | .28* | 800 | .16 |
| SBR | 1 | 1700 | 393 | .23 | 268 | .16 |
| EBL | 1 | 1700 | 308 | .18* | 252 | .15* |
| EBT | 0.5 | 3400 | 151 | {.09} | 228 | .13 |
| EBR | 1.5 | | 212 | {.09} | 229 | |
| WBL | 2 | 3400 | 452 | .13 | 211 | .06 |
| WBT | 1 | 1700 | 312 | .18* | 208 | .12* |
| WBR | d | 1700 | 125 | .07 | 101 | .06 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .74 .68

285 . Jeffrey Rd. at Trabuco Rd.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 124 | .04* | 224 | .07 |
| NBT | 3 | 5100 | 779 | .15 | 1928 | .38* |
| NBR | d | 1700 | 264 | .16 | 465 | .27 |
| SBL | 2 | 3400 | 252 | .07 | 98 | .03* |
| SBT | 4 | 6800 | 1594 | .23* | 1021 | .15 |
| SBR | 1 | 1700 | 337 | .20 | 154 | .09 |
| EBL | 2 | 3400 | 246 | .07 | 367 | .11* |
| EBT | 2 | 3400 | 523 | .15* | 618 | .18 |
| EBR | 1 | 1700 | 135 | .08 | 157 | .09 |
| WBL | 2 | 3400 | 601 | .18* | 245 | .07 |
| WBT | 2 | 3400 | 789 | .23 | 613 | .18* |
| WBR | 1 | 1700 | 85 | .05 | 259 | .15 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .65 .75

286 . Jeffrey Rd. at Roosevelt

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|--------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 113 | .03* | 371 | .11 |
| NBT | 3 | 5100 | 950 | .19 | 2387 | .47* |
| NBR | 1 | 1700 | 348 | .20 | 551 | .32 |
| SBL | 2 | 3400 | 109 | .03 | 186 | .05* |
| SBT | 3 | 5100 | 2303 | .45* | 1320 | .26 |
| SBR | d | 1700 | 10 | .01 | 19 | .01 |
| EBL | 1 | 1700 | 12 | .01 | 17 | .01 |
| EBT | 0.5 | 3400 | 193 | {.15}* | 314 | .18* |
| EBR | 1.5 | | 367 | | 196 | |
| WBL | 2 | 3400 | 800 | .24* | 454 | .13* |
| WBT | 1 | 1700 | 296 | .17 | 250 | .15 |
| WBR | d | 1700 | 219 | .13 | 136 | .08 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .92 .88

287 . Jeffrey Rd. at I-5 NB Ramps

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|-------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 893 | .18 | 2524 | .49* |
| NBR | f | | 250 | | 280 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 2808 | .55* | 1724 | .34 |
| SBR | f | | 690 | | 260 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1.5 | | 462 | .14* | 596 | |
| WBT | 0 | 5100 | 0 | | 0 | .28* |
| WBR | 1.5 | | 487 | {.01} | 826 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .74 .82

293 . Jeffrey Rd. at I-405 NB Ramps

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 1628 | .32 | 2212 | .43* |
| NBR | f | | 320 | | 100 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 2101 | .41* | 1645 | .32 |
| SBR | f | | 1340 | | 600 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 3 | 5100 | 1169 | .23* | 1365 | .27* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 1 | 1700 | 302 | .18 | 518 | .30 |
| Right Turn Adjustment | | | | | WBR | .03* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .69 .78

294 . University Dr. at I-405 SB Ramps

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 1420 | .28 | 1779 | .35 |
| NBR | f | | 1050 | | 1120 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 2516 | .49* | 2378 | .47* |
| SBR | f | | 280 | | 310 | |
| EBL | 2 | 3400 | 480 | .14* | 651 | .19* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 134 | .08 | 132 | .08 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .68 .71

300 . Sand Canyon. Av. at Portola Pkwy.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 242 | .07* | 603 | .18* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 2 | 3400 | 410 | .12 | 387 | .11 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 2 | 3400 | 770 | .23* | 843 | .25* |
| EBR | f | | 685 | | 238 | |
| WBL | 2 | 3400 | 445 | .13* | 402 | .12* |
| WBT | 2 | 3400 | 1068 | .31 | 957 | .28 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .48 .60

301 . Sand Canyon. Av. at Irvine Bl.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 108 | .03* | 501 | .15* |
| NBT | 3 | 5100 | 536 | .11 | 786 | .15 |
| NBR | 2 | 3400 | 264 | .08 | 455 | .13 |
| SBL | 2 | 3400 | 413 | .12 | 118 | .03 |
| SBT | 2 | 3400 | 953 | .28* | 533 | .16* |
| SBR | 1 | 1700 | 114 | .07 | 231 | .14 |
| EBL | 2 | 3400 | 254 | .07 | 180 | .05* |
| EBT | 4 | 6800 | 1463 | .22* | 1137 | .17 |
| EBR | 1 | 1700 | 357 | .21 | 174 | .10 |
| WBL | 2 | 3400 | 510 | .15* | 414 | .12 |
| WBT | 3 | 5100 | 1458 | .29 | 1788 | .35* |
| WBR | 1 | 1700 | 150 | .09 | 444 | .26 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .73 .76

302 . Sand Canyon. Av. at Trabuco Pkwy.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 209 | .06* | 672 | .20 |
| NBT | 3 | 5100 | 457 | .09 | 1982 | .39* |
| NBR | f | | 216 | | 475 | |
| SBL | 2 | 3400 | 312 | .09 | 386 | .11* |
| SBT | 3 | 5100 | 2279 | .45* | 758 | .15 |
| SBR | 1 | 1700 | 96 | .06 | 156 | .09 |
| EBL | 2 | 3400 | 146 | .04 | 173 | .05 |
| EBT | 3 | 5100 | 323 | .06* | 549 | .11* |
| EBR | f | | 621 | | 219 | |
| WBL | 2 | 3400 | 481 | .14* | 383 | .11* |
| WBT | 3 | 5100 | 835 | .16 | 442 | .09 |
| WBR | d | 1700 | 327 | .19 | 385 | .23 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .76 | | .77 | |

303 . Sand Canyon. Av. at I-5 NB Ramps

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|------------|-------|------------|--------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 2 | 3400 | 271 | .08* | 710 | .21 |
| NBT | 4 | 6800 | 1034 | .15 | 2776 | .41* |
| NBR | d | 1700 | 681 | .40 | 1060 | .62 |
| SBL | 2 | 3400 | 320 | .09 | 228 | .07* |
| SBT | 4 | 6800 | 3268 | .48* | 1368 | .20 |
| SBR | 1 | 1700 | 373 | .22 | 245 | .14 |
| EBL | 1.5 | | 134 | | 341 | .10* |
| EBT | 1.5 | 5100 | 240 | .07* | 142 | .08 |
| EBR | 2 | 3400 | 336 | .10 | 228 | .07 |
| WBL | 2 | 3400 | 591 | .17* | 593 | .17 |
| WBT | 1.5 | 5100 | 286 | {.08} | 635 | {.19}* |
| WBR | 1.5 | | 393 | | 413 | |
| Right Turn Adjustment | | | | | NBR | .05* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .85 | | .87 | |

305 . Sand Canyon. Av. at I-5 SB Ramps

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|------------|------|------------|-------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 4 | 6800 | 1326 | .20 | 3870 | .57* |
| NBR | 1 | 1700 | 88 | .05 | 264 | .16 |
| SBL | 2 | 3400 | 551 | .16 | 476 | .14* |
| SBT | 4 | 6800 | 3542 | .52* | 1710 | .25 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 2.5 | | 657 | .19* | 570 | .11* |
| EBT | 0 | 6800 | 2 | | 0 | |
| EBR | 1.5 | | 1115 | .33 | 330 | {.00} |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | EBR | .14* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .90 | | .87 | |

306 . Sand Canyon. Av. at Oak Cyn./Laguna Cyn. Rd.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|------------|------|------------|------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1700 | 123 | .07 | 201 | .12 |
| NBT | 3 | 5100 | 855 | .17* | 1778 | .35* |
| NBR | 1 | 1700 | 171 | .10 | 139 | .08 |
| SBL | 2 | 3400 | 1637 | .48* | 632 | .19* |
| SBT | 3 | 5100 | 1957 | .38 | 1101 | .22 |
| SBR | d | 1700 | 420 | .25 | 202 | .12 |
| EBL | 2 | 3400 | 113 | .03* | 337 | .10 |
| EBT | 1 | 1700 | 141 | .08 | 250 | .15* |
| EBR | d | 1700 | 106 | .06 | 83 | .05 |
| WBL | 2 | 3400 | 67 | .02 | 175 | .05* |
| WBT | 1 | 1700 | 217 | .13* | 77 | .05 |
| WBR | f | | 342 | | 1505 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .86 | | .79 | |

316 . SR-133 SB Ramps at Irvine Bl.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1 | 1700 | 236 | .14* | 74 | .04* |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 2 | 3400 | 204 | .06 | 135 | .04 |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 4 | 6800 | 1922 | .28 | 1626 | .24 |
| EBR | d | 1700 | 218 | .13 | 120 | .07 |
| WBL | 2 | 3400 | 189 | .06 | 200 | .06 |
| WBT | 3 | 5100 | 1802 | .35* | 2485 | .49* |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .54 | | .58 |

317 . SR-133 NB Ramps at Irvine Bl.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 61 | .04* | 193 | .11* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 1 | 1700 | 120 | .07 | 425 | .25 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 2 | 3400 | 2010 | .59* | 1645 | .48 |
| EBR | f | | 130 | | 200 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 3 | 5100 | 1969 | .44 | 2567 | .56* |
| WBR | 0 | 0 | 250 | | 270 | |
| Right Turn Adjustment | | | NBR | .03* | NBR | .08* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .71 | | .80 |

318 . Banting at Barranca Pkwy.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 31 | .01* | 28 | .01 |
| NBT | 1 | 1700 | 11 | .01 | 164 | .10* |
| NBR | 1 | 1700 | 18 | .01 | 127 | .07 |
| SBL | 2 | 3400 | 847 | .25 | 147 | .04* |
| SBT | 2 | 3400 | 707 | .42* | 163 | .10 |
| SBR | 0 | 0 | 776 | .46 | 280 | .16 |
| EBL | 1 | 1700 | 52 | .03* | 261 | .15* |
| EBT | 2 | 3400 | 589 | .17 | 895 | .26 |
| EBR | d | 1700 | 49 | .03 | 42 | .02 |
| WBL | 1 | 1700 | 27 | .02 | 15 | .01 |
| WBT | 2 | 3400 | 677 | .20* | 652 | .19* |
| WBR | f | | 87 | | 774 | |
| Right Turn Adjustment | | | SBR | .02* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .73 | | .53 |

319 . Banting at Alton Pkwy.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 4 | .00 | 56 | .03 |
| NBT | 1 | 1700 | 3 | .00 | 89 | .05* |
| NBR | 1 | 1700 | 13 | .01 | 155 | .09 |
| SBL | 2 | 3400 | 113 | .03 | 147 | .04* |
| SBT | 1 | 1700 | 142 | .08* | 15 | .01 |
| SBR | 1 | 1700 | 360 | .21 | 78 | .05 |
| EBL | 2 | 3400 | 13 | .00 | 31 | .01 |
| EBT | 2 | 3400 | 744 | .22 | 1194 | .35* |
| EBR | d | 1700 | 36 | .02 | 8 | .00 |
| WBL | 1 | 1700 | 102 | .06 | 6 | .00 |
| WBT | 2 | 3400 | 1076 | .32* | 1010 | .30 |
| WBR | d | 1700 | 154 | .09 | 40 | .02 |
| Right Turn Adjustment | | | SBR | .13* | NBR | .04* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .58 | | .53 |

330 . Barranca Pkwy. at Pacifica

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 234 | .14* | 24 | .01* |
| NBT | 2 | 3400 | 918 | .27 | 602 | .18 |
| NBR | 1 | 1700 | 267 | .16 | 483 | .28 |
| SBL | 1 | 1700 | 15 | .01 | 184 | .11 |
| SBT | 2 | 3400 | 510 | .15* | 1314 | .39* |
| SBR | d | 1700 | 137 | .08 | 22 | .01 |
| EBL | 2 | 3400 | 18 | .01* | 126 | .04 |
| EBT | 2 | 3400 | 19 | .01 | 113 | .07* |
| EBR | 0 | 0 | 44 | .03 | 392 | .23 |
| WBL | 2 | 3400 | 266 | .08 | 344 | .10* |
| WBT | 1 | 1700 | 269 | .16* | 44 | .03 |
| WBR | 1 | 1700 | 445 | .26 | 102 | .06 |
| Right Turn Adjustment | | | WBR | .08* | EBR | .15* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .59 .77

335 . Alton Pkwy. at Portola Pkwy.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 39 | .02 | 71 | .04 |
| NBT | 2 | 3400 | 42 | .01* | 126 | .04* |
| NBR | f | | 212 | | 339 | |
| SBL | 1 | 1700 | 236 | .14* | 98 | .06* |
| SBT | 2 | 3400 | 93 | .03 | 53 | .02 |
| SBR | d | 1700 | 44 | .03 | 21 | .01 |
| EBL | 2 | 3400 | 20 | .01 | 36 | .01 |
| EBT | 2 | 3400 | 998 | .29* | 833 | .25* |
| EBR | f | | 44 | | 50 | |
| WBL | 2 | 3400 | 204 | .06* | 258 | .08* |
| WBT | 3 | 5100 | 830 | .16 | 948 | .19 |
| WBR | f | | 98 | | 188 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .55 .48

336 . Alton Pkwy. at SR-241 Ramps

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 270 | .16* | 151 | .09 |
| NBT | 3 | 5100 | 256 | .05 | 597 | .12* |
| NBR | f | | 177 | | 502 | |
| SBL | 1 | 1700 | 77 | .04 | 263 | .15* |
| SBT | 3 | 5100 | 511 | .10* | 435 | .09 |
| SBR | f | | 60 | | 162 | |
| EBL | 2 | 3400 | 71 | .02 | 129 | .04 |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | f | | 211 | | 231 | |
| WBL | 2 | 3400 | 599 | .18* | 175 | .05* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | f | | 333 | | 136 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .49 .37

338 . Alton Pkwy. at Irvine Bl.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 262 | .08* | 753 | .22* |
| NBT | 3 | 5100 | 502 | .10 | 1254 | .25 |
| NBR | f | | 126 | | 222 | |
| SBL | 2 | 3400 | 278 | .08 | 232 | .07 |
| SBT | 3 | 5100 | 1444 | .28* | 710 | .14* |
| SBR | f | | 598 | | 808 | |
| EBL | 3 | 5100 | 654 | .13 | 636 | .12* |
| EBT | 3 | 5100 | 1438 | .28* | 1006 | .20 |
| EBR | d | 1700 | 828 | .49 | 348 | .20 |
| WBL | 2 | 3400 | 322 | .09* | 172 | .05 |
| WBT | 3 | 5100 | 1213 | .24 | 1778 | .35* |
| WBR | 1 | 1700 | 256 | .15 | 340 | .20 |
| Right Turn Adjustment | | | EBR | .15* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .93 .88

339 . Alton Pkwy. at Toledo Wy.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 131 | .08* | 106 | .06 |
| NBT | 3 | 5100 | 1110 | .22 | 1934 | .38* |
| NBR | f | | 99 | | 267 | |
| SBL | 1 | 1700 | 98 | .06 | 53 | .03* |
| SBT | 3 | 5100 | 1929 | .39* | 1021 | .21 |
| SBR | 0 | 0 | 52 | | 64 | |
| EBL | 1 | 1700 | 20 | .01 | 42 | .02 |
| EBT | 1 | 1700 | 103 | .13* | 70 | .13* |
| EBR | 0 | 0 | 126 | | 153 | |
| WBL | 1 | 1700 | 245 | .14* | 129 | .08* |
| WBT | 1 | 1700 | 97 | .06 | 90 | .05 |
| WBR | 1 | 1700 | 210 | .12 | 139 | .08 |
| Clearance Interval | | | | .05* | | .05* |
| Note: Assumes Right-Turn Overlap for WBR | | | | | | |

TOTAL CAPACITY UTILIZATION .79 .67

340 . Alton Pkwy. at Jeronimo Rd.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 151 | .09* | 19 | .01 |
| NBT | 3 | 5100 | 1155 | .23 | 1882 | .37* |
| NBR | f | | 213 | | 314 | |
| SBL | 2 | 3400 | 109 | .03 | 74 | .02* |
| SBT | 3 | 5100 | 1990 | .40* | 1589 | .31 |
| SBR | 0 | 0 | 73 | | 8 | |
| EBL | 1 | 1700 | 12 | .01 | 42 | .02 |
| EBT | 1 | 1700 | 11 | .01* | 21 | .01* |
| EBR | f | | 27 | | 128 | |
| WBL | 2 | 3400 | 370 | .11* | 294 | .09* |
| WBT | 1 | 1700 | 39 | .02 | 13 | .01 |
| WBR | 1 | 1700 | 102 | .06 | 126 | .07 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .66 .54

341 . Alton Pkwy. at Barranca Pkwy./Muirlands B1.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 5 | .00 | 19 | .01 |
| NBT | 3 | 5100 | 970 | .19 | 1045 | .20* |
| NBR | f | | 154 | | 375 | |
| SBL | 2 | 3400 | 110 | .03 | 147 | .04* |
| SBT | 3 | 5100 | 1189 | .23* | 1100 | .22 |
| SBR | f | | 952 | | 653 | |
| EBL | 2 | 3400 | 510 | .15* | 965 | .28* |
| EBT | 2 | 3400 | 200 | .06 | 478 | .14 |
| EBR | d | 1700 | 10 | .01 | 6 | .00 |
| WBL | 2 | 3400 | 213 | .06 | 195 | .06 |
| WBT | 2 | 3400 | 374 | .14* | 398 | .16* |
| WBR | 0 | 0 | 94 | | 160 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .57 .73

343 . Alton Pkwy. at Ada

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|--|-------|----------|----------------|------|----------------|----------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 398 | .12* | 129 | .04* |
| NBT | 3 | 5100 | 1596 | .31 | 1384 | .27 |
| NBR | d | 1700 | 36 | .02 | 12 | .01 |
| SBL | 1 | 1700 | 17 | .01 | 19 | .01 |
| SBT | 3 | 5100 | 1614 | .32* | 1887 | .37* |
| SBR | d | 1700 | 62 | .04 | 25 | .01 |
| EBL | 1 | 1700 | 14 | .01* | 32 | .02* |
| EBT | 1 | 1700 | 9 | .01 | 9 | .01 |
| EBR | 1 | 1700 | 76 | .04 | 533 | .31 |
| WBL | 1 | 1700 | 15 | .01 | 29 | .02 |
| WBT | 1 | 1700 | 5 | .01* | 6 | .01* |
| WBR | 0 | 0 | 7 | | 15 | |
| Right Turn Adjustment Clearance Interval | | | | | | EBR .27* |
| | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .51 .76

364 . Bake Pkwy. at Jeronimo Rd.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 505 | .15 | 89 | .03 |
| NBT | 3 | 5100 | 2469 | .48* | 2364 | .46* |
| NBR | d | 1700 | 119 | .07 | 507 | .30 |
| SBL | 1 | 1700 | 75 | .04* | 34 | .02* |
| SBT | 4 | 6800 | 2159 | .33 | 2362 | .35 |
| SBR | 0 | 0 | 117 | | 36 | |
| EBL | 2 | 3400 | 9 | .00 | 77 | .02 |
| EBT | 2 | 3400 | 26 | .01* | 249 | .07* |
| EBR | 1 | 1700 | 46 | .03 | 223 | .13 |
| WBL | 1 | 1700 | 395 | .23* | 125 | .07* |
| WBT | 3 | 5100 | 558 | .12 | 176 | .05 |
| WBR | 0 | 0 | 63 | | 89 | .05 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .81 | | .67 | |

365 . Bake Pkwy. at Muirlands Bl.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 173 | .05 | 33 | .01 |
| NBT | 4 | 6800 | 3079 | .45* | 2704 | .40* |
| NBR | f | | 145 | | 293 | |
| SBL | 2 | 3400 | 101 | .03* | 242 | .07* |
| SBT | 4 | 6800 | 2591 | .38 | 2045 | .30 |
| SBR | f | | 195 | | 69 | |
| EBL | 2 | 3400 | 32 | .01* | 294 | .09 |
| EBT | 2 | 3400 | 194 | .06 | 1124 | .33* |
| EBR | f | | 25 | | 28 | |
| WBL | 2 | 3400 | 394 | .12 | 186 | .05* |
| WBT | 2 | 3400 | 673 | .20* | 275 | .08 |
| WBR | f | | 118 | | 167 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .74 | | .90 | |

366 . Bake Pkwy. at Rockfield Bl.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 344 | .10 | 110 | .03 |
| NBT | 4 | 6800 | 3151 | .46* | 2984 | .44* |
| NBR | f | | 644 | | 376 | |
| SBL | 2 | 3400 | 259 | .08* | 446 | .13* |
| SBT | 4 | 6800 | 2707 | .40 | 1792 | .26 |
| SBR | 1 | 1700 | 17 | .01 | 32 | .02 |
| EBL | 1 | 1700 | 3 | .00 | 19 | .01 |
| EBT | 2 | 3400 | 57 | .02* | 188 | .06* |
| EBR | f | | 30 | | 393 | |
| WBL | 3 | 5100 | 453 | .09* | 1015 | .20* |
| WBT | 2 | 3400 | 139 | .04 | 138 | .04 |
| WBR | d | 1700 | 125 | .07 | 137 | .08 |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .70 | | .88 | |

367 . Bake Pkwy. at I-5 NB Ramps

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 4 | 6800 | 3625 | .53* | 3031 | .45* |
| NBR | f | | 320 | | 1000 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 1216 | .24 | 2034 | .40 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1 | 1700 | 164 | .10* | 136 | .08* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 3 | 5100 | 1235 | .24 | 479 | .09 |
| Right Turn Adjustment | | | WBR | .14* | WBR | .01* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .82 | | .59 | |

368 . Bake Pkwy. at I-5 SB Ramps

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 3 | 5100 | 1363 | .27* | 1965 | .39* |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 3 | 5100 | 1024 | .20 | 1406 | .28 |
| SBR | f | | 401 | | 874 | |
| EBL | 3 | 5100 | 2511 | .49* | 2177 | .43* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 482 | .28 | 259 | .15 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .81 | | .87 |

371 . Bake Pkwy. at Research Dr.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 91 | .05 | 24 | .01* |
| NBT | 3 | 5100 | 1068 | .21* | 706 | .14 |
| NBR | d | 1700 | 49 | .03 | 6 | .00 |
| SBL | 2 | 3400 | 389 | .11* | 231 | .07 |
| SBT | 3 | 5100 | 706 | .14 | 1228 | .24* |
| SBR | 1 | 1700 | 628 | .37 | 216 | .13 |
| EBL | 2 | 3400 | 120 | .04* | 510 | .15* |
| EBT | 2 | 3400 | 153 | .05 | 193 | .06 |
| EBR | d | 1700 | 16 | .01 | 20 | .01 |
| WBL | 1 | 1700 | 30 | .02 | 12 | .01 |
| WBT | 1 | 1700 | 163 | .10* | 290 | .17* |
| WBR | 1 | 1700 | 165 | .10 | 744 | .44 |
| Right Turn Adjustment | | SBR | | .07* | WBR | .19* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .58 | | .81 |

372 . Bake Pkwy. at ICD

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 135 | .04 | 226 | .07 |
| NBT | 3 | 5100 | 594 | .12* | 248 | .05* |
| NBR | d | 1700 | 94 | .06 | 27 | .02 |
| SBL | 2 | 3400 | 322 | .09* | 590 | .17* |
| SBT | 3 | 5100 | 165 | .03 | 590 | .12 |
| SBR | 1 | 1700 | 270 | .16 | 139 | .08 |
| EBL | 2 | 3400 | 203 | .06* | 158 | .05 |
| EBT | 3 | 5100 | 791 | .16 | 1195 | .23* |
| EBR | f | | 117 | | 176 | |
| WBL | 2 | 3400 | 7 | .00 | 37 | .01* |
| WBT | 4 | 6800 | 780 | .11* | 808 | .12 |
| WBR | d | 1700 | 481 | .28 | 346 | .20 |
| Right Turn Adjustment | | WBR | | .10* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .53 | | .51 |

373 . Lake Forest Dr. at SR-241 NB Ramps

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 152 | .04* | 322 | .09* |
| NBT | 2 | 3400 | 1069 | .31 | 1270 | .37 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 2 | 3400 | 915 | .27* | 950 | .28* |
| SBR | 1 | 1700 | 8 | .05 | 278 | .16 |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .36 | | .42 |

437 . Scientific Wy. at ICD

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 3 | .00 | 127 | .04* |
| NBT | 2 | 3400 | 6 | .00 | 65 | .02 |
| NBR | 1 | 1700 | 2 | .00 | 16 | .01 |
| SBL | 2 | 3400 | 8 | .00 | 11 | .00 |
| SBT | 2 | 3400 | 32 | .01* | 15 | .00* |
| SBR | 1 | 1700 | 13 | .01 | 26 | .02 |
| EBL | 1 | 1700 | 61 | .04* | 68 | .04 |
| EBT | 3 | 5100 | 530 | .10 | 1473 | .29* |
| EBR | 1 | 1700 | 91 | .05 | 11 | .01 |
| WBL | 1 | 1700 | 16 | .01 | 3 | .00 |
| WBT | 3 | 5100 | 1164 | .23* | 877 | .17 |
| WBR | 1 | 1700 | 83 | .05 | 37 | .02 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .33 .38

441 . Loop Rd. at Jamboree Rd. SB Ramps

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 2 | 3400 | 20 | .01 | 130 | .04* |
| NBR | 1 | 1700 | 20 | .01 | 69 | .04 |
| SBL | 1 | 1700 | 20 | .01 | 22 | .01* |
| SBT | 2 | 3400 | 220 | .06* | 148 | .04 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1.5 | | 550 | .16* | 288 | .08* |
| WBT | 0 | 5100 | 0 | | 0 | |
| WBR | 1.5 | | 50 | | 83 | .05 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .27 .18

444 . Sand Canyon Av. at Burt Rd.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 33 | .02* | 58 | .03 |
| NBT | 3 | 5100 | 1229 | .26 | 3513 | .71* |
| NBR | 0 | 0 | 79 | | 85 | |
| SBL | 1 | 1700 | 88 | .05 | 98 | .06* |
| SBT | 3 | 5100 | 3973 | .78* | 1799 | .35 |
| SBR | 1 | 1700 | 149 | .09 | 67 | .04 |
| EBL | 1 | 1700 | 50 | .03 | 116 | .07* |
| EBT | 1 | 1700 | 4 | .00* | 7 | .00 |
| EBR | d | 1700 | 46 | .03 | 67 | .04 |
| WBL | 1 | 1700 | 68 | .04* | 48 | .03 |
| WBT | 1 | 1700 | 8 | .00 | 5 | .00* |
| WBR | 1 | 1700 | 73 | .04 | 96 | .06 |
| Right Turn Adjustment | | | EBR | .01* | WBR | .01* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .90 .90

452 . Jamboree Rd. at Santiago Canyon Rd.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 1301 | .38* | 2154 | .63* |
| NBT | 1 | 1700 | 38 | .02 | 19 | .01 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 2 | 3400 | 11 | .00* | 28 | .01* |
| SBR | d | 1700 | 9 | .01 | 22 | .01 |
| EBL | 1 | 1700 | 12 | .01* | 21 | .01* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 2 | 3400 | 1999 | .59 | 1205 | .35 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | EBR | .30* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .74 .70

484 . Sand Canyon Av. at Roosevelt

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 87 | .03* | 265 | .08 |
| NBT | 4 | 6800 | 768 | .11 | 2295 | .34* |
| NBR | d | 1700 | 177 | .10 | 273 | .16 |
| SBL | 2 | 3400 | 181 | .05 | 101 | .03* |
| SBT | 4 | 6800 | 2801 | .41* | 1014 | .15 |
| SBR | d | 1700 | 95 | .06 | 98 | .06 |
| EBL | 2 | 3400 | 90 | .03 | 107 | .03* |
| EBT | 1 | 1700 | 195 | .11* | 106 | .06 |
| EBR | d | 1700 | 315 | .19 | 119 | .07 |
| WBL | 2 | 3400 | 117 | .03* | 157 | .05 |
| WBT | 1 | 1700 | 38 | .02 | 147 | .09* |
| WBR | d | 1700 | 35 | .02 | 139 | .08 |
| Right Turn Adjustment | | | EBR | .06* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .69 .54

485 . Sand Canyon Av. at Nightmist

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 66 | .02* | 244 | .07 |
| NBT | 4 | 6800 | 921 | .14 | 2936 | .43* |
| NBR | d | 1700 | 171 | .10 | 145 | .09 |
| SBL | 1 | 1700 | 129 | .08 | 31 | .02* |
| SBT | 4 | 6800 | 3426 | .50* | 1436 | .21 |
| SBR | d | 1700 | 45 | .03 | 62 | .04 |
| EBL | 1 | 1700 | 65 | .04 | 55 | .03 |
| EBT | 1 | 1700 | 110 | .06* | 25 | .01* |
| EBR | 1 | 1700 | 287 | .17 | 113 | .07 |
| WBL | 2 | 3400 | 157 | .05* | 337 | .10* |
| WBT | 1 | 1700 | 19 | .01 | 125 | .07 |
| WBR | d | 1700 | 34 | .02 | 160 | .09 |
| Right Turn Adjustment | | | EBR | .09* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .77 .61

486 . SR-133 SB Ramps at Trabuco Rd.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1 | 1700 | 278 | .16* | 157 | .09* |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 2 | 3400 | 422 | .12 | 133 | .04 |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 2 | 3400 | 682 | .20 | 1193 | .35* |
| EBR | 1 | 1700 | 347 | .20 | 301 | .18 |
| WBL | 2 | 3400 | 413 | .12 | 369 | .11* |
| WBT | 2 | 3400 | 1238 | .36* | 1247 | .37 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .57 .60

487 . SR-133 NB Ramps at Trabuco Rd.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 2 | 3400 | 259 | .08* | 456 | .13* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 2 | 3400 | 569 | .17 | 514 | .15 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 2 | 3400 | 941 | .28 | 1096 | .32* |
| EBR | f | | 38 | | 255 | |
| WBL | 1 | 1700 | 122 | .07 | 305 | .18* |
| WBT | 2 | 3400 | 1391 | .41* | 1164 | .34 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .54 .68

555 . Bake Pkwy. at Rancho Pkwy. S

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 422 | .25* | 149 | .09 |
| NBT | 2 | 3400 | 845 | .25 | 1882 | .55* |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 2 | 3400 | 1693 | .50* | 1007 | .30 |
| SBR | 1 | 1700 | 478 | .25 | 242 | .14 |
| EBL | 2 | 3400 | 215 | .08* | 518 | .15* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 107 | .06 | 292 | .17 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .88 | | .75 | |

556 . Ridge Valley at Portola Pkwy.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 228 | .13* | 197 | .12* |
| NBT | 1 | 1700 | 18 | .01 | 81 | .05 |
| NBR | d | 1700 | 100 | .06 | 399 | .23 |
| SBL | 1 | 1700 | 143 | .08 | 28 | .02 |
| SBT | 2 | 3400 | 64 | .02* | 57 | .02* |
| SBR | d | 1700 | 20 | .01 | 16 | .01 |
| EBL | 1 | 1700 | 19 | .01 | 6 | .00 |
| EBT | 2 | 3400 | 897 | .26* | 1173 | .35* |
| EBR | d | 1700 | 177 | .10 | 176 | .10 |
| WBL | 1 | 1700 | 388 | .23* | 157 | .09* |
| WBT | 2 | 3400 | 1272 | .37 | 1016 | .30 |
| WBR | d | 1700 | 22 | .01 | 94 | .06 |
| Right Turn Adjustment | | | | | NBR | .04* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .69 | | .67 | |

558 . O St. at Irvine Bl.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 137 | .04 | 227 | .07 |
| NBT | 2 | 3400 | 50 | .01* | 272 | .08* |
| NBR | d | 1700 | 64 | .04 | 81 | .05 |
| SBL | 1 | 1700 | 284 | .17* | 112 | .07* |
| SBT | 2 | 3400 | 373 | .11 | 130 | .04 |
| SBR | f | | 606 | | 329 | |
| EBL | 2 | 3400 | 163 | .05* | 547 | .16* |
| EBT | 3 | 5100 | 1792 | .35 | 1400 | .27 |
| EBR | 1 | 1700 | 265 | .16 | 171 | .10 |
| WBL | 2 | 3400 | 112 | .03 | 100 | .03 |
| WBT | 3 | 5100 | 1658 | .33* | 2249 | .44* |
| WBR | 1 | 1700 | 77 | .05 | 292 | .17 |
| Right Turn Adjustment | | | NBR | .01* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .62 | | .80 | |

559 . O St. at Trabuco Rd.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 152 | .04* | 428 | .13* |
| NBT | 2 | 3400 | 55 | .02 | 362 | .12 |
| NBR | 0 | 0 | 5 | | 33 | |
| SBL | 1 | 1700 | 28 | .02 | 44 | .03 |
| SBT | 2 | 3400 | 324 | .10* | 256 | .08* |
| SBR | 1 | 1700 | 853 | .50 | 575 | .34 |
| EBL | 2 | 3400 | 513 | .15* | 693 | .20* |
| EBT | 2 | 3400 | 427 | .13 | 563 | .17 |
| EBR | 1 | 1700 | 563 | .33 | 361 | .21 |
| WBL | 1 | 1700 | 23 | .01 | 23 | .01 |
| WBT | 2 | 3400 | 545 | .17* | 477 | .15* |
| WBR | 0 | 0 | 23 | | 45 | |
| Right Turn Adjustment | | | SBR | .25* | SBR | .06* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .76 | | .67 | |

560 . O St. at Marine Wy.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-----------------------|-----------------------|--|--|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 0 | 0 | 0 | 0 | | |
| NBT | 0 | 0 | 0 | 0 | | |
| NBR | 0 | 0 | 0 | 0 | | |
| SBL | 2 | 3400 | 311 .09* | 380 .11* | | |
| SBT | 0 | 0 | 0 | 0 | | |
| SBR | 1 | 1700 | 153 .09 | 291 .17 | | |
| EBL | 1 | 1700 | 59 .03* | 291 .17* | | |
| EBT | 2 | 3400 | 909 .27 | 910 .27 | | |
| EBR | 0 | 0 | 0 | 0 | | |
| WBL | 0 | 0 | 0 | 0 | | |
| WBT | 2 | 3400 | 1067 .31* | 979 .29* | | |
| WBR | 1 | 1700 | 141 .08 | 409 .24 | | |
| Clearance Interval | | | .05* | .05* | | |

TOTAL CAPACITY UTILIZATION .48 .62

562 . D St. at Marine Wy.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-----------------------|-----------------------|--|--|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 0 | 0 | 0 | 0 | | |
| NBT | 0 | 0 | 0 | 0 | | |
| NBR | 0 | 0 | 0 | 0 | | |
| SBL | 1 | 1700 | 23 .01* | 198 .12* | | |
| SBT | 0 | 0 | 0 | 0 | | |
| SBR | 1 | 1700 | 47 .03 | 333 .20 | | |
| EBL | 1 | 1700 | 134 .08* | 330 .19* | | |
| EBT | 2 | 3400 | 961 .28 | 982 .29 | | |
| EBR | 0 | 0 | 0 | 0 | | |
| WBL | 0 | 0 | 0 | 0 | | |
| WBT | 2 | 3400 | 1248 .39* | 997 .35* | | |
| WBR | 0 | 0 | 87 | 200 | | |
| Clearance Interval | | | .05* | .05* | | |

TOTAL CAPACITY UTILIZATION .53 .71

563 . B St. at Irvine Bl.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-----------------------|-----------------------|--|--|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 1 | 1700 | 86 .05* | 171 .10* | | |
| NBT | 0 | 0 | 0 | 0 | | |
| NBR | 1 | 1700 | 64 .04 | 79 .05 | | |
| SBL | 0 | 0 | 0 | 0 | | |
| SBT | 0 | 0 | 0 | 0 | | |
| SBR | 0 | 0 | 0 | 0 | | |
| EBL | 0 | 0 | 0 | 0 | | |
| EBT | 3 | 5100 | 2501 .49* | 1591 .31 | | |
| EBR | 1 | 1700 | 226 .13 | 109 .06 | | |
| WBL | 1 | 1700 | 114 .07* | 91 .05 | | |
| WBT | 3 | 5100 | 1698 .33 | 2859 .56* | | |
| WBR | 0 | 0 | 0 | 0 | | |
| Clearance Interval | | | .05* | .05* | | |

TOTAL CAPACITY UTILIZATION .66 .71

564 . D St. at Marine Wy.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-----------------------|-----------------------|--|--|
| | LANES | CAPACITY | AM PK HOUR VOL V/C | PM PK HOUR VOL V/C | | |
| NBL | 1 | 1700 | 77 .05 | 29 .02 | | |
| NBT | 1 | 1700 | 60 .10* | 30 .06* | | |
| NBR | 0 | 0 | 104 | 71 | | |
| SBL | 1 | 1700 | 26 .02* | 167 .10* | | |
| SBT | 1 | 1700 | 6 .01 | 59 .07 | | |
| SBR | 0 | 0 | 18 | 66 | | |
| EBL | 1 | 1700 | 55 .03* | 52 .03 | | |
| EBT | 2 | 3400 | 860 .26 | 1177 .36* | | |
| EBR | 0 | 0 | 19 | 43 | | |
| WBL | 1 | 1700 | 55 .03 | 98 .06* | | |
| WBT | 2 | 3400 | 1314 .42* | 1059 .35 | | |
| WBR | 0 | 0 | 115 | 118 | | |
| Clearance Interval | | | .05* | .05* | | |

TOTAL CAPACITY UTILIZATION .62 .63

566 . Marine Wy. at Barranca Pkwy.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | | |
|------------------------------------|-------|----------|------------|------|------------|------|--|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | | |
| | | | VOL | V/C | VOL | V/C | |
| NBL | 1 | 1700 | 119 | .07* | 101 | .06 | |
| NBT | 2 | 3400 | 323 | .10 | 475 | .14* | |
| NBR | 1 | 1700 | 90 | .05 | 114 | .07 | |
| SBL | 2 | 3400 | 277 | .08 | 293 | .09* | |
| SBT | 2 | 3400 | 521 | .15* | 374 | .11 | |
| SBR | 1 | 1700 | 367 | .22 | 264 | .16 | |
| EBL | 2 | 3400 | 192 | .06* | 451 | .13* | |
| EBT | 2 | 3400 | 472 | .14 | 973 | .29 | |
| EBR | 1 | 1700 | 100 | .06 | 136 | .08 | |
| WBL | 2 | 3400 | 149 | .04 | 111 | .03 | |
| WBT | 2 | 3400 | 953 | .28* | 705 | .21* | |
| WBR | 1 | 1700 | 295 | .17 | 365 | .21 | |
| Right Turn Adjustment | | | SBR | .02* | | | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .63 .62

567 . Marine Wy. at Alton Pkwy.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | | |
|------------------------------------|-------|----------|------------|------|------------|------|--|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | | |
| | | | VOL | V/C | VOL | V/C | |
| NBL | 2 | 3400 | 594 | .17* | 481 | .14* | |
| NBT | 2 | 3400 | 446 | .13 | 419 | .12 | |
| NBR | 1 | 1700 | 221 | .13 | 210 | .12 | |
| SBL | 1 | 1700 | 108 | .06 | 110 | .06 | |
| SBT | 2 | 3400 | 336 | .10* | 467 | .14* | |
| SBR | 1 | 1700 | 296 | .17 | 253 | .15 | |
| EBL | 2 | 3400 | 231 | .07* | 259 | .08* | |
| EBT | 3 | 5100 | 1010 | .20 | 1100 | .22 | |
| EBR | f | | 346 | | 518 | | |
| WBL | 2 | 3400 | 159 | .05 | 214 | .06 | |
| WBT | 3 | 5100 | 1221 | .24* | 1016 | .20* | |
| WBR | 1 | 1700 | 103 | .06 | 102 | .06 | |
| Right Turn Adjustment | | | SBR | .02* | | | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .65 .61

568 . Marine Wy. at Rockfield Bl.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | | |
|------------------------------------|-------|----------|------------|------|------------|------|--|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | | |
| | | | VOL | V/C | VOL | V/C | |
| NBL | 1 | 1700 | 0 | .00 | 0 | .00 | |
| NBT | 2 | 3400 | 1399 | .41* | 1060 | .31 | |
| NBR | 1 | 1700 | 0 | .00 | 0 | .00 | |
| SBL | 1 | 1700 | 0 | .00 | 0 | .00 | |
| SBT | 2 | 3400 | 791 | .23 | 1260 | .37* | |
| SBR | 1 | 1700 | 0 | .00 | 0 | .00 | |
| EBL | 1 | 1700 | 1 | .00 | 1 | .00 | |
| EBT | 1 | 1700 | 0 | .00 | 0 | .00 | |
| EBR | 0 | 0 | 1 | | 1 | | |
| WBL | 1 | 1700 | 1 | .00 | 1 | .00 | |
| WBT | 1 | 1700 | 0 | .00* | 0 | .00* | |
| WBR | 1 | 1700 | 1 | .00 | 1 | .00 | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .46 .42

569 . Bake Pkwy. at Marine Wy.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | | |
|------------------------------------|-------|----------|------------|------|------------|------|--|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | | |
| | | | VOL | V/C | VOL | V/C | |
| NBL | 2 | 3400 | 949 | .28* | 539 | .16* | |
| NBT | 4 | 6800 | 2775 | .41 | 2613 | .38 | |
| NBR | 1 | 1700 | 31 | .02 | 0 | .00 | |
| SBL | 1 | 1700 | 20 | .01 | 0 | .00 | |
| SBT | 5 | 8500 | 2295 | .34* | 2440 | .33* | |
| SBR | 0 | 0 | 709 | .42 | 375 | | |
| EBL | 2 | 3400 | 261 | .08* | 573 | .17* | |
| EBT | 1 | 1700 | 19 | .01 | 40 | .02 | |
| EBR | 2 | 3400 | 300 | .09 | 770 | .23 | |
| WBL | 2 | 3400 | 4 | .00 | 20 | .01 | |
| WBT | 2 | 3400 | 12 | .00* | 26 | .01* | |
| WBR | 0 | 0 | 4 | | 15 | | |
| Right Turn Adjustment | | | SBR | .02* | | | |
| Clearance Interval | | | | .05* | | .05* | |

TOTAL CAPACITY UTILIZATION .77 .72

571 . Portola Springs at Portola Pkwy.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|---|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | PM PK HOUR V/C | AM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 2 | 3400 | 303 | .09* | 289 | .09* |
| NBT | 1 | 1700 | 5 | .04 | 27 | .07 |
| NBR | 0 | 0 | 67 | | 91 | |
| SBL | 1 | 1700 | 64 | .04 | 33 | .02 |
| SBT | 1 | 1700 | 71 | .04* | 53 | .03* |
| SBR | d | 1700 | 288 | .17 | 106 | .06 |
| EBL | 1 | 1700 | 15 | .01* | 29 | .02 |
| EBT | 2 | 3400 | 999 | .29 | 1307 | .38* |
| EBR | 1 | 1700 | 120 | .07 | 232 | .14 |
| WBL | 1 | 1700 | 39 | .02 | 55 | .03* |
| WBT | 2 | 3400 | 1320 | .39* | 1015 | .30 |
| WBR | d | 1700 | 0 | .00 | 14 | .01 |
| Right Turn Adjustment Clearance Interval | | | SBR | .12* | | .05* |
| | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .70 | | .58 | |

572 . Modjeska Rd. at Irvine Bl.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|---|-------|----------|-------------------|-------------------|-------------------|-------------------|
| | LANES | CAPACITY | AM PK HOUR VOL | PM PK HOUR V/C | AM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 57 | .03 | 70 | .04 |
| NBT | 1 | 1700 | 56 | .03* | 87 | .05* |
| NBR | 1 | 1700 | 128 | .08 | 104 | .06 |
| SBL | 2 | 3400 | 408 | .12* | 247 | .07* |
| SBT | 1 | 1700 | 84 | .05 | 96 | .06 |
| SBR | d | 1700 | 181 | .11 | 161 | .09 |
| EBL | 1 | 1700 | 95 | .06 | 133 | .08* |
| EBT | 3 | 5100 | 2043 | .40* | 1459 | .29 |
| EBR | 1 | 1700 | 39 | .02 | 66 | .04 |
| WBL | 1 | 1700 | 77 | .05* | 138 | .08 |
| WBT | 3 | 5100 | 1623 | .32 | 2409 | .47* |
| WBR | 1 | 1700 | 189 | .11 | 360 | .21 |
| Right Turn Adjustment Clearance Interval | | | NBR | .01* | | .05* |
| | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | .66 | | .72 | |

637 . Sterling at Muirlands Bl.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 23 | .01* | 84 | .05* |
| NBT | 1 | 1700 | 14 | .01 | 19 | .03 |
| NBR | 0 | 0 | 3 | | 34 | |
| SBL | 1 | 1700 | 6 | .00 | 55 | .03 |
| SBT | 1 | 1700 | 11 | .03* | 18 | .09* |
| SBR | 0 | 0 | 43 | | 138 | |
| EBL | 1 | 1700 | 138 | .08* | 60 | .04 |
| EBT | 2 | 3400 | 268 | .09 | 921 | .28* |
| EBR | 0 | 0 | 52 | | 35 | |
| WBL | 1 | 1700 | 18 | .01 | 7 | .00 |
| WBT | 2 | 3400 | 570 | .18* | 447 | .13 |
| WBR | 0 | 0 | 42 | | 11 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .35 .47

640 . Thomas at Muirlands Bl.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 31 | .02 | 172 | .10* |
| NBT | 1 | 1700 | 32 | .02* | 8 | .00 |
| NBR | d | 1700 | 9 | .01 | 82 | .05 |
| SBL | 1 | 1700 | 13 | .01* | 28 | .02 |
| SBT | 1 | 1700 | 6 | .00 | 19 | .01* |
| SBR | d | 1700 | 2 | .00 | 33 | .02 |
| EBL | 1 | 1700 | 10 | .01* | 1 | .00 |
| EBT | 2 | 3400 | 179 | .05 | 909 | .27* |
| EBR | d | 1700 | 59 | .03 | 74 | .04 |
| WBL | 1 | 1700 | 74 | .04 | 1 | .00 |
| WBT | 2 | 3400 | 587 | .17* | 253 | .07 |
| WBR | d | 1700 | 17 | .01 | 1 | .00 |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .26 .43

627 . LY St. at Irvine B.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 46 | .03* | 75 | .04* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 1 | 1700 | 54 | .03 | 75 | .04 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 3 | 5100 | 2101 | .41* | 1545 | .30 |
| EBR | 1 | 1700 | 55 | .03 | 49 | .03 |
| WBL | 1 | 1700 | 55 | .03* | 81 | .05 |
| WBT | 3 | 5100 | 1788 | .35 | 2555 | .50* |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .52 .59

790 . Z St. at Irvine Bl.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 53 | .03 | 50 | .03* |
| NBT | 1 | 1700 | 7 | .00* | 14 | .01 |
| NBR | 1 | 1700 | 70 | .04 | 35 | .02 |
| SBL | 1 | 1700 | 168 | .10* | 54 | .03 |
| SBT | 1 | 1700 | 33 | .02 | 17 | .01* |
| SBR | 1 | 1700 | 129 | .08 | 79 | .05 |
| EBL | 1 | 1700 | 39 | .02 | 73 | .04* |
| EBT | 3 | 5100 | 2522 | .49* | 1690 | .33 |
| EBR | 1 | 1700 | 39 | .02 | 63 | .04 |
| WBL | 1 | 1700 | 48 | .03* | 80 | .05 |
| WBT | 3 | 5100 | 1718 | .34 | 2841 | .56* |
| WBR | 1 | 1700 | 24 | .01 | 93 | .05 |
| Right Turn Adjustment | | | NBR | .02* | SBR | .01* |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .69 .70

800 . LQ St. at Irvine Bl.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 61 | .04 | 82 | .05* |
| NBT | 1 | 1700 | 13 | .01* | 45 | .03 |
| NBR | 1 | 1700 | 198 | .12 | 137 | .08 |
| SBL | 1 | 1700 | 153 | .09* | 64 | .04 |
| SBT | 1 | 1700 | 33 | .05 | 20 | .03* |
| SBR | 0 | 0 | 46 | | 38 | |
| EBL | 1 | 1700 | 21 | .01 | 65 | .04* |
| EBT | 3 | 5100 | 2529 | .50* | 1629 | .32 |
| EBR | 1 | 1700 | 70 | .04 | 54 | .03 |
| WBL | 2 | 3400 | 127 | .04* | 176 | .05 |
| WBT | 3 | 5100 | 1673 | .33 | 2750 | .54* |
| WBR | 1 | 1700 | 56 | .03 | 169 | .10 |
| Right Turn Adjustment | | | NBR | .08* | | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .77 .71

820 . Fairbanks at Irvine Bl.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 3 | .00 | 84 | .05 |
| NBT | 1 | 1700 | 124 | .12* | 55 | .26* |
| NBR | 0 | 0 | 75 | | 393 | |
| SBL | 1 | 1700 | 60 | .04* | 125 | .07* |
| SBT | 1 | 1700 | 39 | .04 | 143 | .23 |
| SBR | 0 | 0 | 22 | | 241 | |
| EBL | 1 | 1700 | 221 | .13 | 56 | .03* |
| EBT | 3 | 5100 | 1575 | .33* | 1365 | .27 |
| EBR | 0 | 0 | 100 | | 17 | |
| WBL | 1 | 1700 | 291 | .17* | 60 | .04 |
| WBT | 3 | 5100 | 1685 | .37 | 1971 | .40* |
| WBR | 0 | 0 | 186 | | 59 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .71 .81

821 . Alton Pkwy. at Fairbanks

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 82 | .05* | 127 | .07 |
| NBT | 3 | 5100 | 769 | .17 | 1862 | .40* |
| NBR | 0 | 0 | 93 | | 162 | |
| SBL | 1 | 1700 | 157 | .09 | 137 | .08* |
| SBT | 3 | 5100 | 1989 | .41* | 883 | .20 |
| SBR | 0 | 0 | 118 | | 118 | |
| EBL | 1 | 1700 | 71 | .04 | 137 | .08* |
| EBT | 1 | 1700 | 80 | .12* | 101 | .10 |
| EBR | 0 | 0 | 120 | | 73 | |
| WBL | 1 | 1700 | 51 | .03* | 44 | .03 |
| WBT | 1 | 1700 | 30 | .03 | 55 | .08* |
| WBR | 0 | 0 | 29 | | 81 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .66 .69

822 . "F" Street at Irvine Bl.

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 108 | .06* | 78 | .05* |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 1 | 1700 | 143 | .08 | 83 | .05 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 3 | 5100 | 2827 | .55* | 1797 | .35 |
| EBR | 1 | 1700 | 46 | .03 | 73 | .04 |
| WBL | 1 | 1700 | 54 | .03* | 137 | .08 |
| WBT | 3 | 5100 | 2532 | .50 | 3182 | .62* |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .69 .72

799 . "B" Street at Marine Way

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|-------------------|------|-------------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 93 | .05 | 55 | .03 |
| NBT | 1 | 1700 | 34 | .03* | 52 | .04* |
| NBR | 0 | 0 | 23 | | 13 | |
| SBL | 1 | 1700 | 121 | .07* | 61 | .04* |
| SBT | 1 | 1700 | 53 | .03 | 46 | .03 |
| SBR | 1 | 1700 | 490 | .29 | 258 | .15 |
| EBL | 1 | 1700 | 140 | .08* | 409 | .24* |
| EBT | 2 | 3400 | 796 | .24 | 899 | .29 |
| EBR | 0 | 0 | 36 | | 76 | |
| WBL | 1 | 1700 | 11 | .01 | 19 | .01 |
| WBT | 2 | 3400 | 927 | .27* | 982 | .29* |
| WBR | 1 | 1700 | 36 | .02 | 100 | .06 |
| Right Turn Adjustment | | | SBR | .18* | | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .68 | | .66 |

→

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|------------|--------|------------|--------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0.5 | | 66 | {.04}* | 33 | |
| NBT | 1.5 | 3400 | 105 | .05 | 346 | .11* |
| NBR | 0 | | 2 | | 1 | |
| SBL | 0.5 | | 73 | | 75 | {.04}* |
| SBT | 1.5 | 3400 | 467 | .21* | 211 | .11 |
| SBR | 0 | | 182 | | 88 | |
| EBL | 0.5 | | 24 | {.01}* | 109 | |
| EBT | 0.5 | 1700 | 7 | .05 | 28 | .15* |
| EBR | 0 | | 46 | | 116 | |
| WBL | 0.5 | | 1 | | 4 | |
| WBT | 0.5 | 1700 | 26 | .07* | 20 | .07 |
| WBR | 0 | | 90 | | 94 | |
| Clearance Interval | | | | .05* | .05* | |
| TOTAL CAPACITY UTILIZATION | | | | .38 | .35 | |

603 . "O" St & "LN" St

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 17 | .01* | 53 | .03 |
| NBT | 2 | 3400 | 141 | .06 | 406 | .17* |
| NBR | 0 | 0 | 49 | | 173 | |
| SBL | 1 | 1700 | 2 | .00 | 3 | .00 |
| SBT | 2 | 3400 | 568 | .17* | 315 | .10 |
| SBR | 0 | 0 | 8 | | 13 | |
| EBL | 1 | 1700 | 12 | .01 | 9 | .01 |
| EBT | 1 | 1700 | 15 | .05* | 13 | .03* |
| EBR | 0 | 0 | 62 | | 34 | |
| WBL | 1 | 1700 | 138 | .08* | 87 | .05* |
| WBT | 1 | 1700 | 9 | .01 | 14 | .01 |
| WBR | 0 | 0 | 4 | | 3 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .36 .30

605 . "O" St & "LQ" St

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|--------|----------------|--------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0.5 | | 124 | {.07}* | 116 | |
| NBT | 1.5 | 3400 | 213 | .14 | 671 | .30* |
| NBR | 0 | | 139 | | 224 | |
| SBL | 0.5 | | 1 | | 1 | |
| SBT | 1.5 | 3400 | 832 | .25* | 459 | .14 |
| SBR | 0 | | 28 | | 14 | |
| EBL | 0.5 | | 4 | | 17 | |
| EBT | 0.5 | 1700 | 31 | .06 | 80 | .11* |
| EBR | 0 | | 64 | | 92 | |
| WBL | 0.5 | | 246 | | 144 | {.08}* |
| WBT | 0.5 | 1700 | 88 | .20* | 47 | .11 |
| WBR | 0 | | 2 | | 2 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .57 .54

608 . "O" St & "LV" St

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 1 | 1700 | 13 | .01* | 27 | .02 |
| NBT | 2 | 3400 | 134 | .05 | 556 | .19* |
| NBR | 0 | 0 | 26 | | 79 | |
| SBL | 1 | 1700 | 2 | .00 | 14 | .01* |
| SBT | 2 | 3400 | 568 | .22* | 474 | .16 |
| SBR | 0 | 0 | 181 | | 72 | |
| EBL | 1 | 1700 | 16 | .01 | 104 | .06 |
| EBT | 1 | 1700 | 6 | .03* | 22 | .05* |
| EBR | 0 | 0 | 39 | | 69 | |
| WBL | 1 | 1700 | 54 | .03* | 92 | .05* |
| WBT | 1 | 1700 | 20 | .01 | 9 | .01 |
| WBR | 0 | 0 | 3 | | 14 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .34 .35

626 . "LY" St & "LQ" St

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|------|----------------|--------|
| | LANES | CAPACITY | AM PK HOUR VOL | V/C | PM PK HOUR VOL | V/C |
| NBL | 0.5 | | 1 | | 1 | |
| NBT | 0.5 | 1700 | 13 | .02 | 122 | .09* |
| NBR | 0 | | 26 | | 31 | |
| SBL | 0.5 | | 0 | | 0 | |
| SBT | 0.5 | 1700 | 201 | .12* | 73 | .04 |
| SBR | 0 | | 1 | | 1 | |
| EBL | 0.5 | | 1 | | 2 | |
| EBT | 0.5 | 1700 | 231 | .14 | 387 | .23* |
| EBR | 0 | | 1 | | 3 | |
| WBL | 0.5 | | 22 | | 35 | {.02}* |
| WBT | 0.5 | 1700 | 394 | .24* | 278 | .18 |
| WBR | 0 | 0 | 0 | | 0 | |
| Clearance Interval | | | | .05* | | .05* |

TOTAL CAPACITY UTILIZATION .41 .39

631 . "LY" ST & "LQ" St

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 7 | .00 | 64 | .04* |
| NBT | 1 | 1700 | 31 | .02 | 135 | .08 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 1 | 1700 | 90 | .05* | 91 | .05* |
| SBR | 1 | 1700 | 129 | .08 | 22 | .01 |
| EBL | 1 | 1700 | 13 | .01* | 22 | .01* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1700 | 20 | .01 | 87 | .05 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | SBR | .02* | EBR | .01* |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .13 | | .16 |

782 . "A" St & "LQ" St

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0.5 | | 38 | | 20 | |
| SBT | 0 | 1700 | 0 | .05* | 0 | .03* |
| SBR | 0.5 | | 43 | | 34 | |
| EBL | 0.5 | | 6 | | 8 | |
| EBT | 0.5 | 1700 | 263 | .16 | 379 | .23* |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 1 | 1700 | 333 | .20* | 270 | .18 |
| WBR | 0 | 0 | 15 | | 33 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .30 | | .31 |

787 . "Z" St & "LQ" St

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0.5 | | 3 | | 0 | |
| SBT | 0 | 1700 | 0 | | 0 | |
| SBR | 0.5 | | 3 | | 1 | |
| EBL | 1 | 1700 | 11 | .01* | 18 | .01 |
| EBT | 1 | 1700 | 313 | .18 | 356 | .21* |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 1 | 1700 | 312 | .18* | 310 | .18 |
| WBR | 0 | 0 | 0 | | 1 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .24 | | .26 |

798 . "B" St & "LQ" St

| ITAM 8.4-10 P30 Opt2 (IRVINE ISEC) | | | | | | |
|------------------------------------|-------|----------|----------------|----------------|----------------|----------------|
| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
| NBL | 1 | 1700 | 18 | .01 | 37 | .02* |
| NBT | 1 | 1700 | 116 | .07* | 126 | .08 |
| NBR | 0 | 0 | 0 | | 2 | |
| SBL | 1 | 1700 | 3 | .00 | 1 | .00 |
| SBT | 1 | 1700 | 107 | .06 | 149 | .10* |
| SBR | 0 | 0 | 2 | | 17 | |
| EBL | 1 | 1700 | 21 | .01* | 3 | .00 |
| EBT | 1 | 1700 | 257 | .17 | 329 | .21* |
| EBR | 0 | 0 | 38 | | 24 | |
| WBL | 1 | 1700 | 1 | .00 | 1 | .00 |
| WBT | 1 | 1700 | 291 | .19* | 257 | .16 |
| WBR | 0 | 0 | 26 | | 19 | |
| Clearance Interval | | | | .05* | | .05* |
| TOTAL CAPACITY UTILIZATION | | | | .32 | | .38 |

FORECAST ADT VOLUMES

HERITAGE FIELDS PROJECT 2012 – GPA/ZC TRAFFIC STUDY

EXHIBIT 4-2 (1 OF 2)
**EXISTING ADT VOLUMES,
 WEST STUDY AREA**

LEGEND:

10 = VEHICLES PER DAY (1000'S)

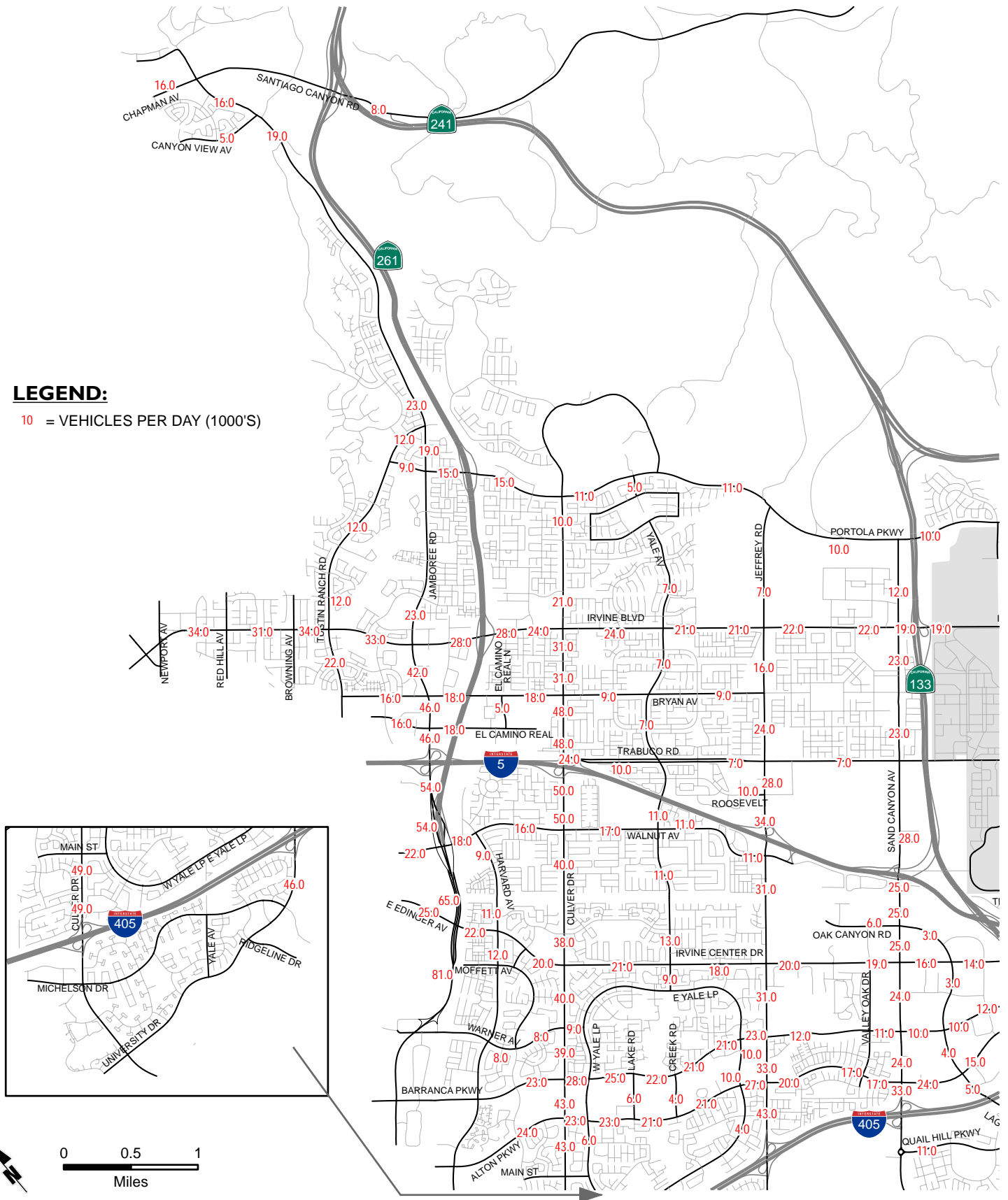
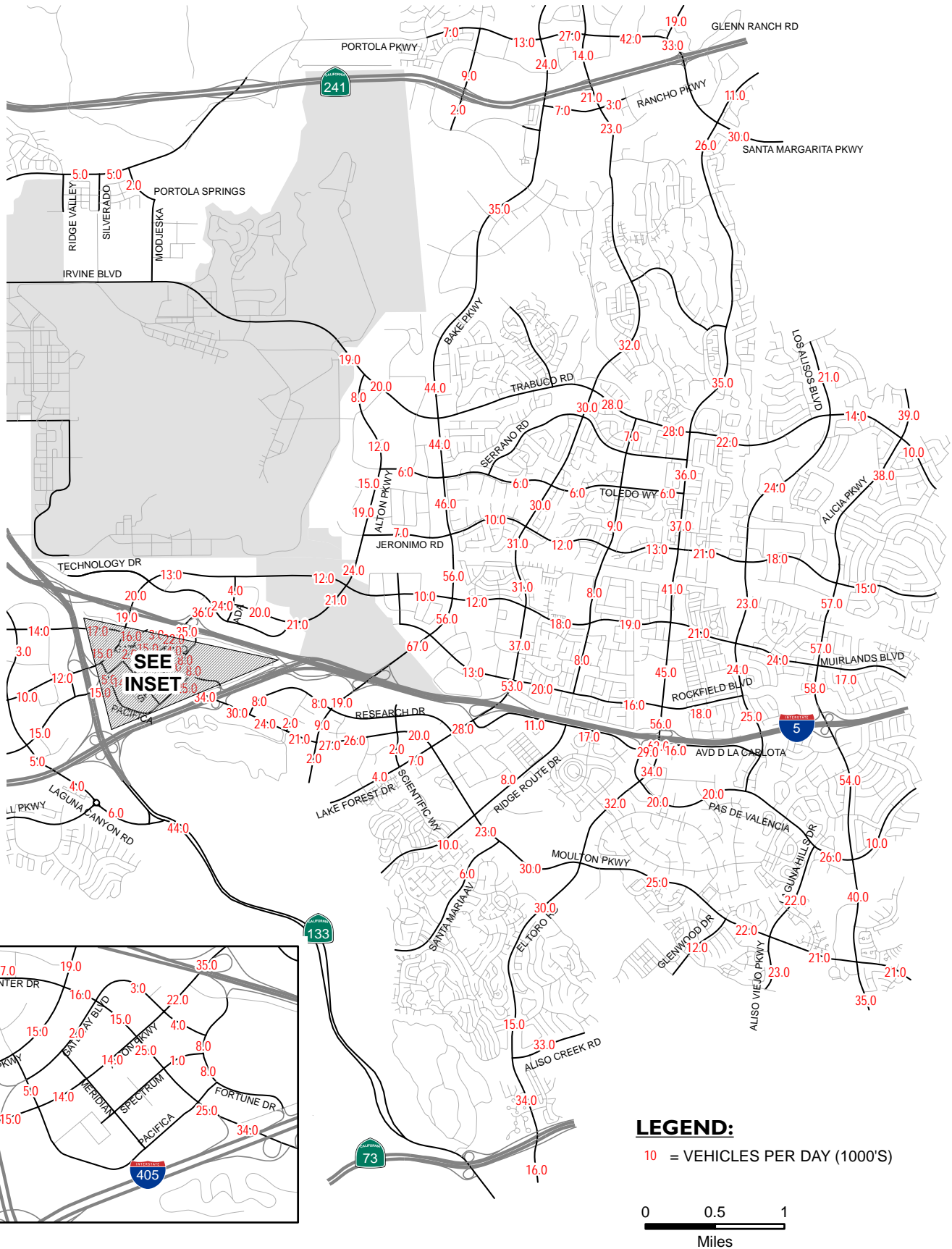
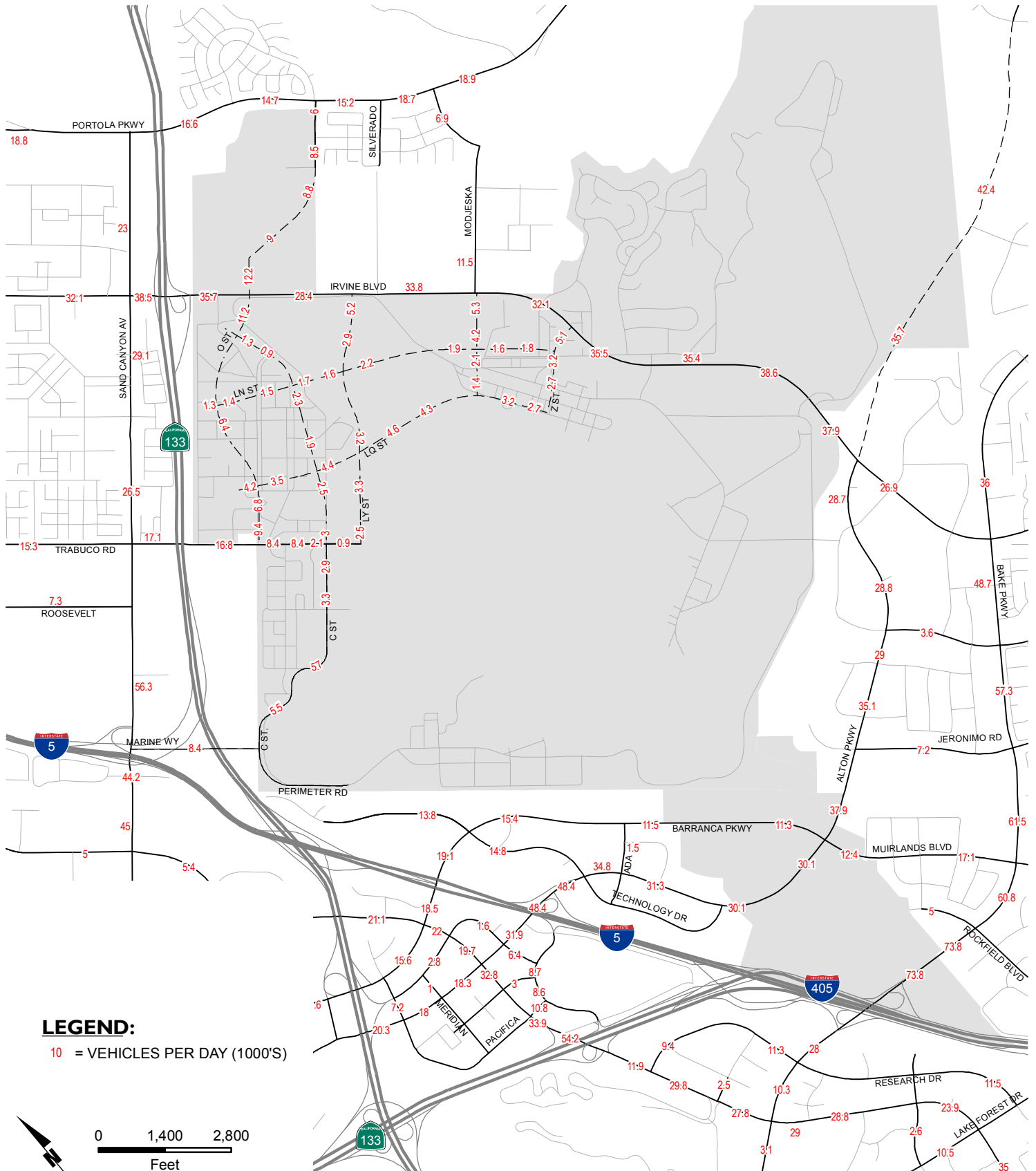


EXHIBIT 4-2 (2 OF 2)
**EXISTING ADT VOLUMES,
 EAST STUDY AREA**



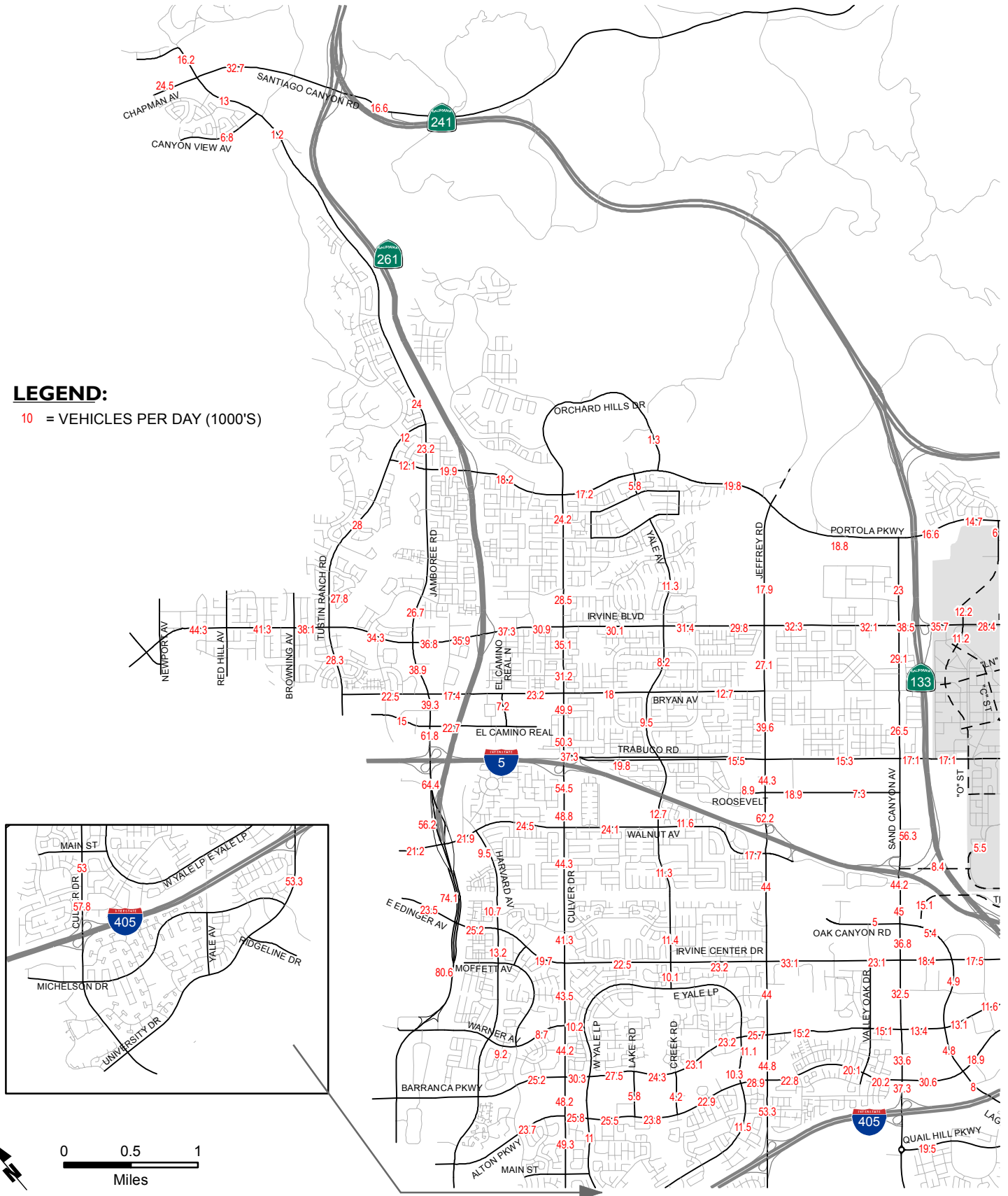
YEAR 2015 ADT VOLUMES - WITH PROJECT GPA/ZONE CHANGE, WITH DENSITY BONUS UNITS, PROJECT AREA



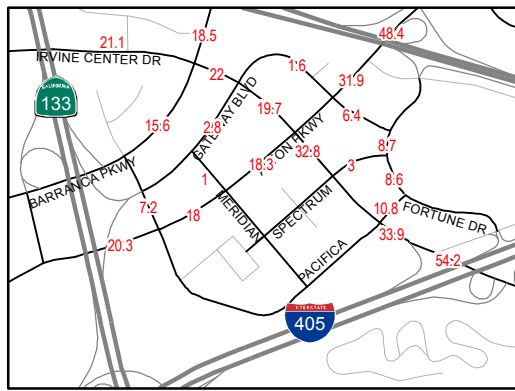
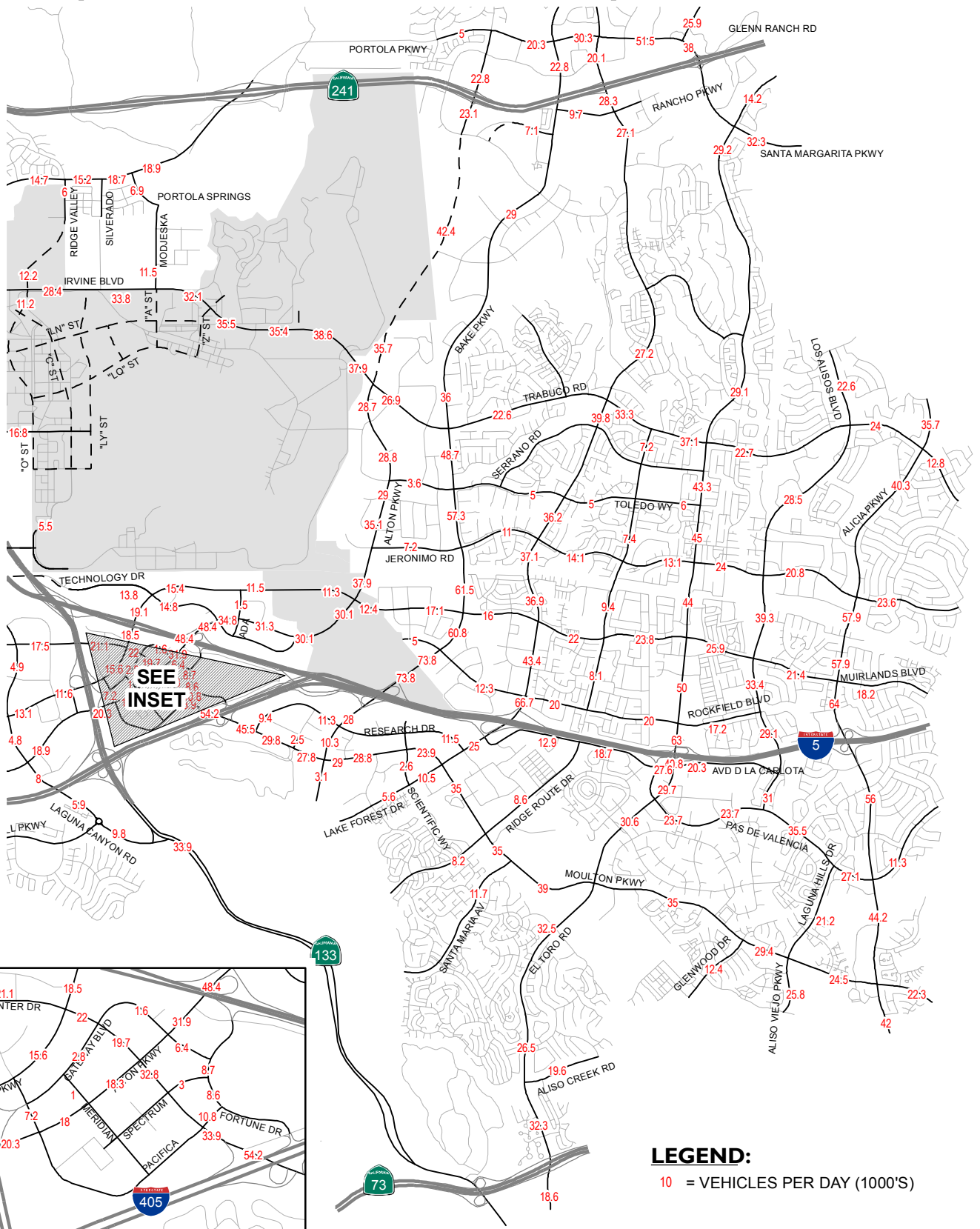
YEAR 2015 ADT VOLUMES - WITH PROJECT GPA/ZONE CHANGE, WITH DENSITY BONUS UNITS, WEST STUDY AREA

LEGEND:

10 = VEHICLES PER DAY (1000'S)

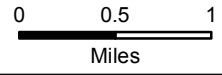


YEAR 2015 ADT VOLUMES - WITH PROJECT GPA/ZONE CHANGE, WITH DENSITY BONUS UNITS, EAST STUDY AREA

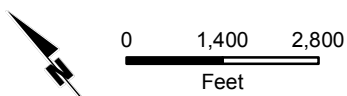
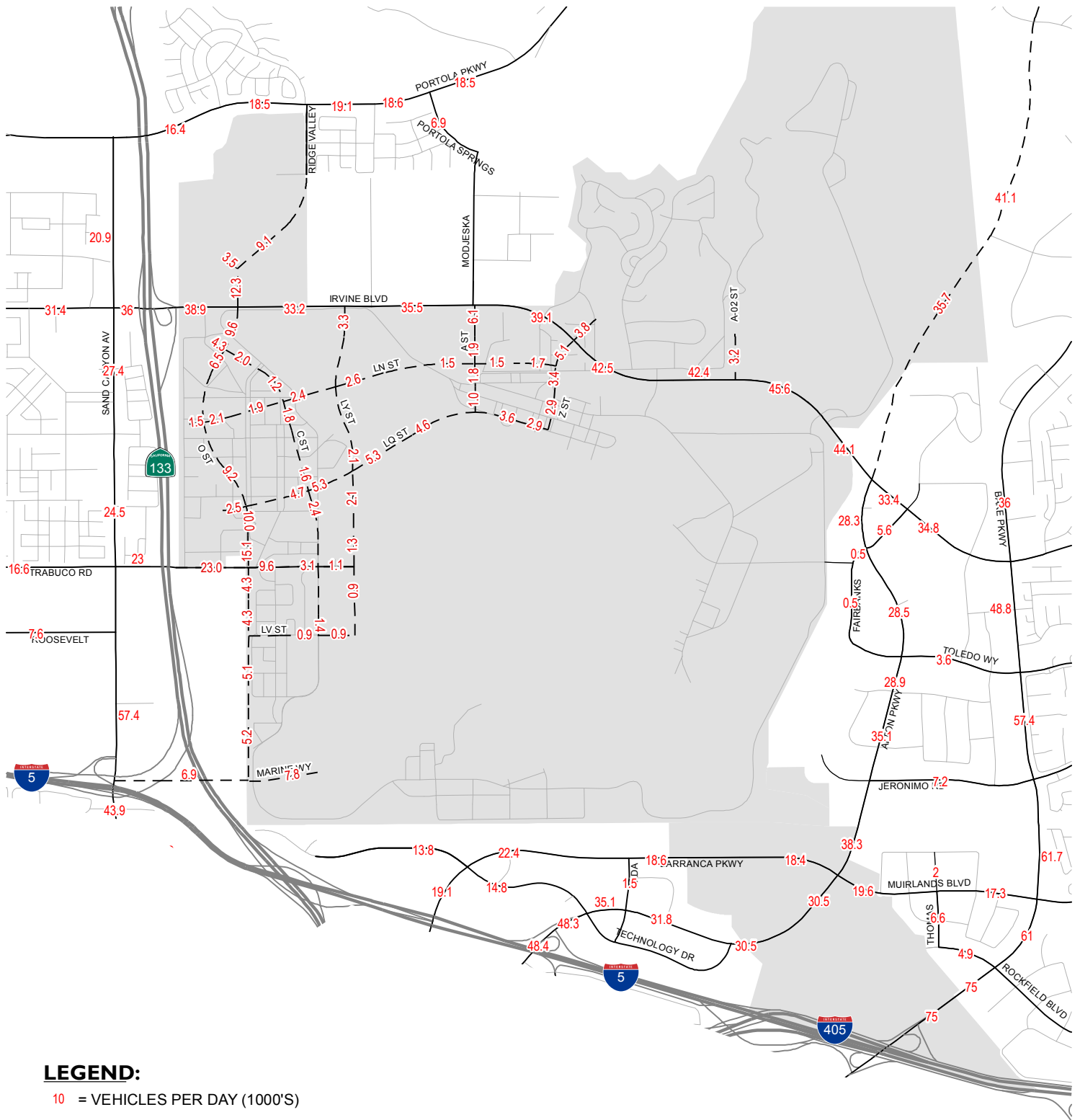


LEGEND:

10 = VEHICLES PER DAY (1000'S)



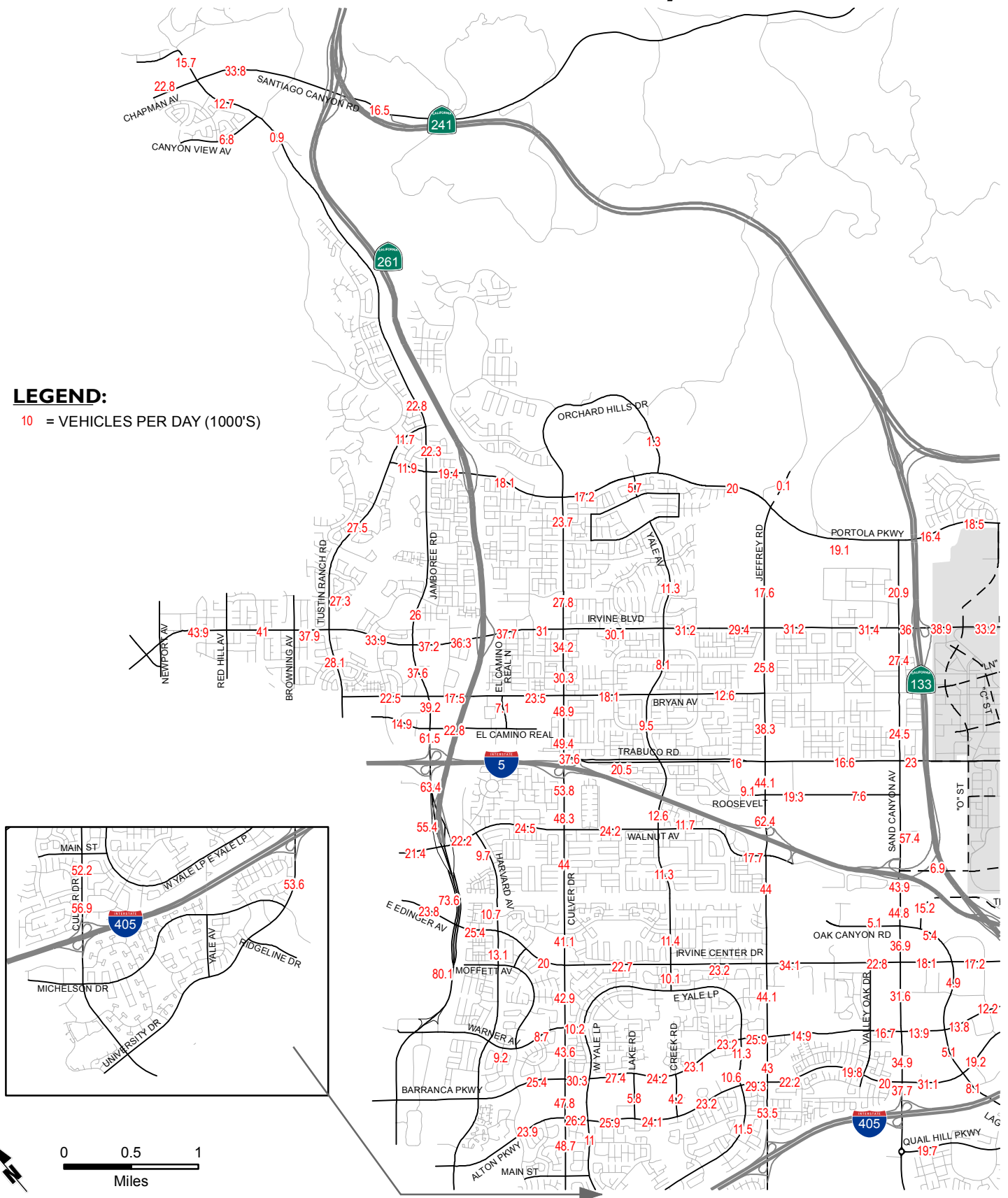
YEAR 2015 ADT VOLUMES WITH 2012 MODIFIED PROJECT, OPTION 1, PROJECT AREA



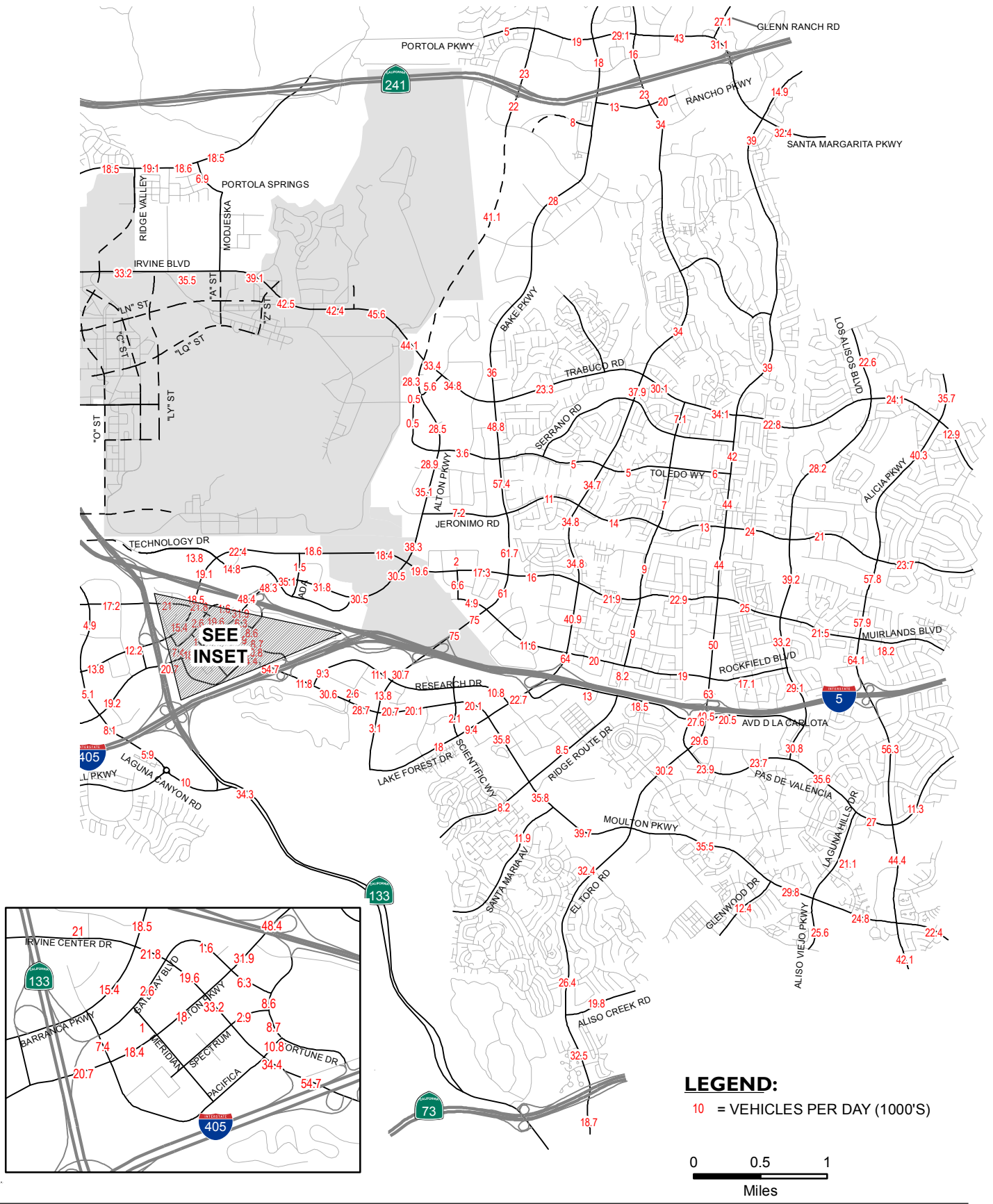
YEAR 2015 ADT VOLUMES WITH 2012 MODIFIED PROJECT OPTION 1, WEST STUDY AREA

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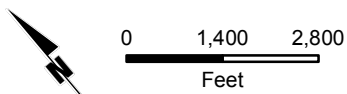
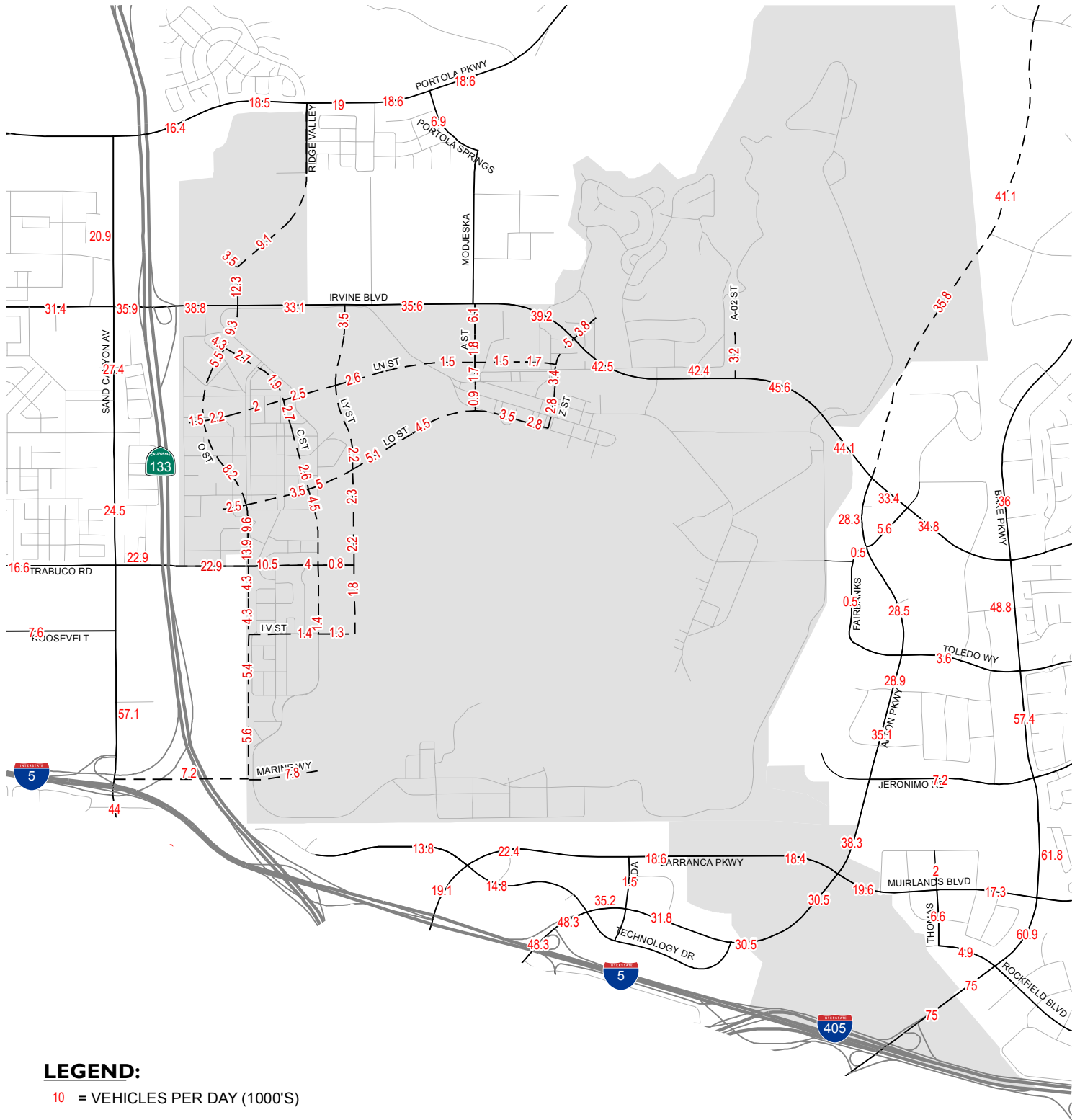
10 = VEHICLES PER DAY (1000'S)



YEAR 2015 ADT VOLUMES WITH 2012 MODIFIED PROJECT OPTION 1, EAST STUDY AREA



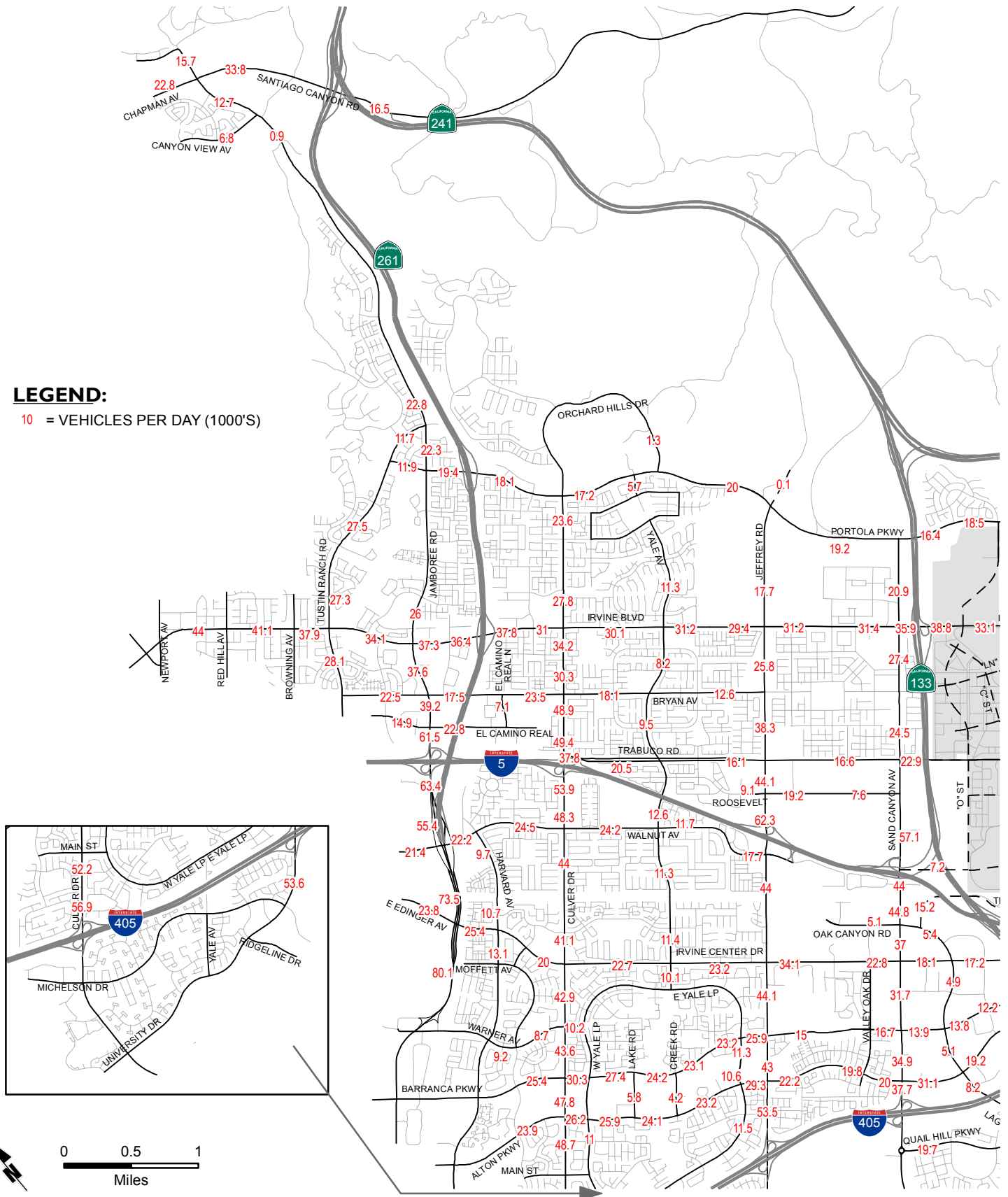
YEAR 2015 ADT VOLUMES WITH 2012 MODIFIED PROJECT, OPTION 2, PROJECT AREA



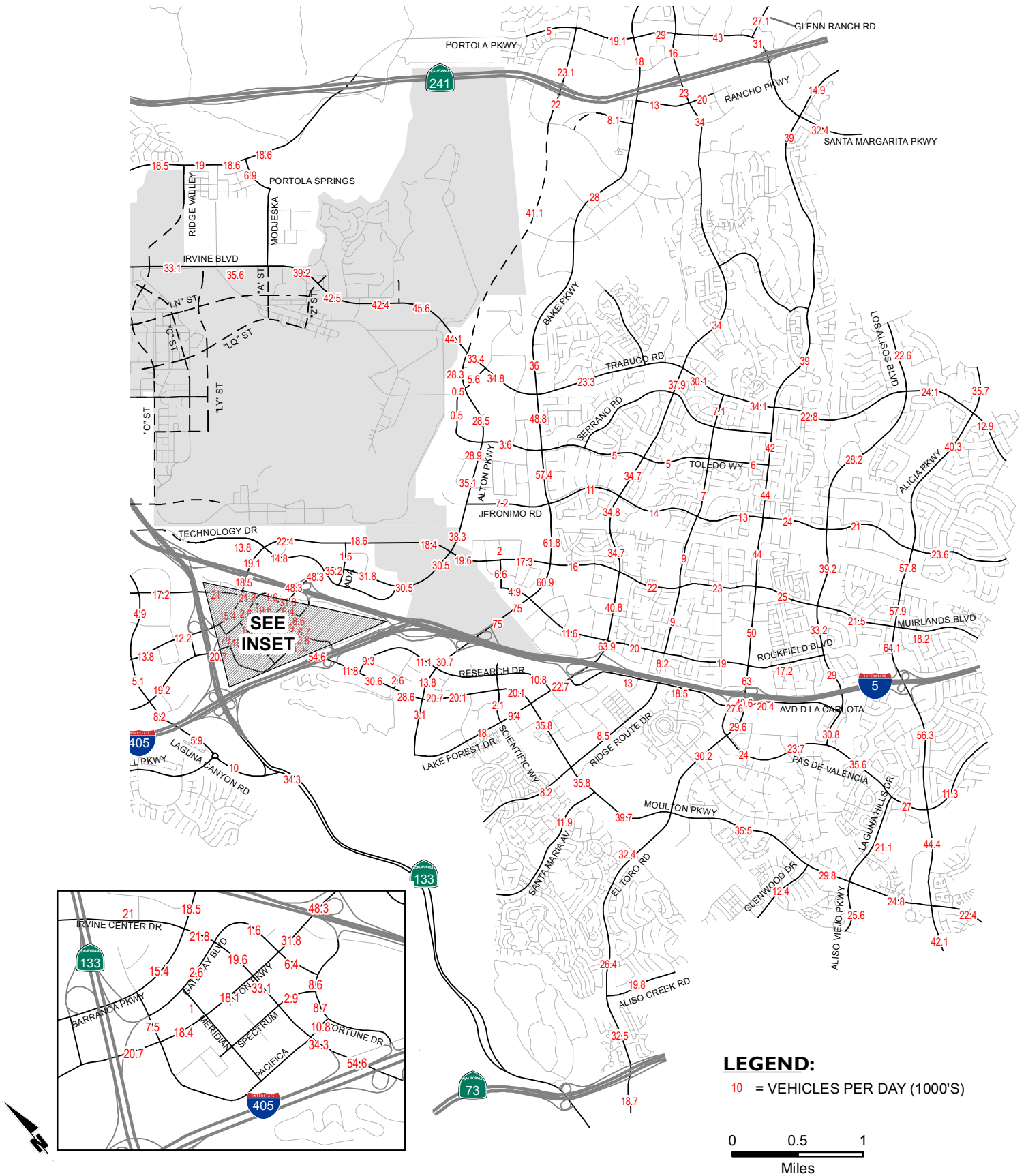
YEAR 2015 ADT VOLUMES WITH 2012 MODIFIED PROJECT OPTION 2, WEST STUDY AREA

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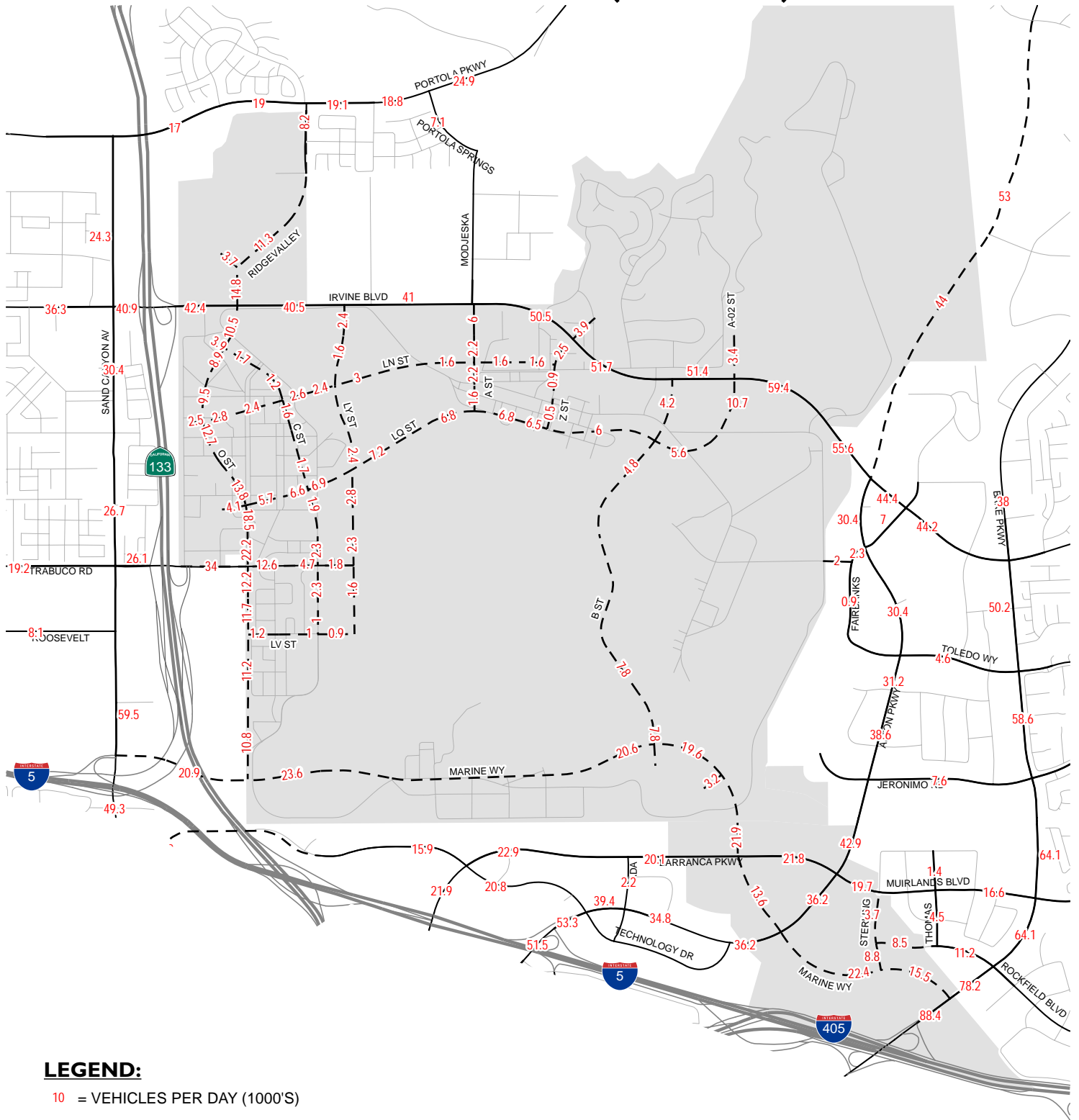
10 = VEHICLES PER DAY (1000'S)



YEAR 2015 ADT VOLUMES WITH 2012 MODIFIED PROJECT OPTION 2, EAST STUDY AREA



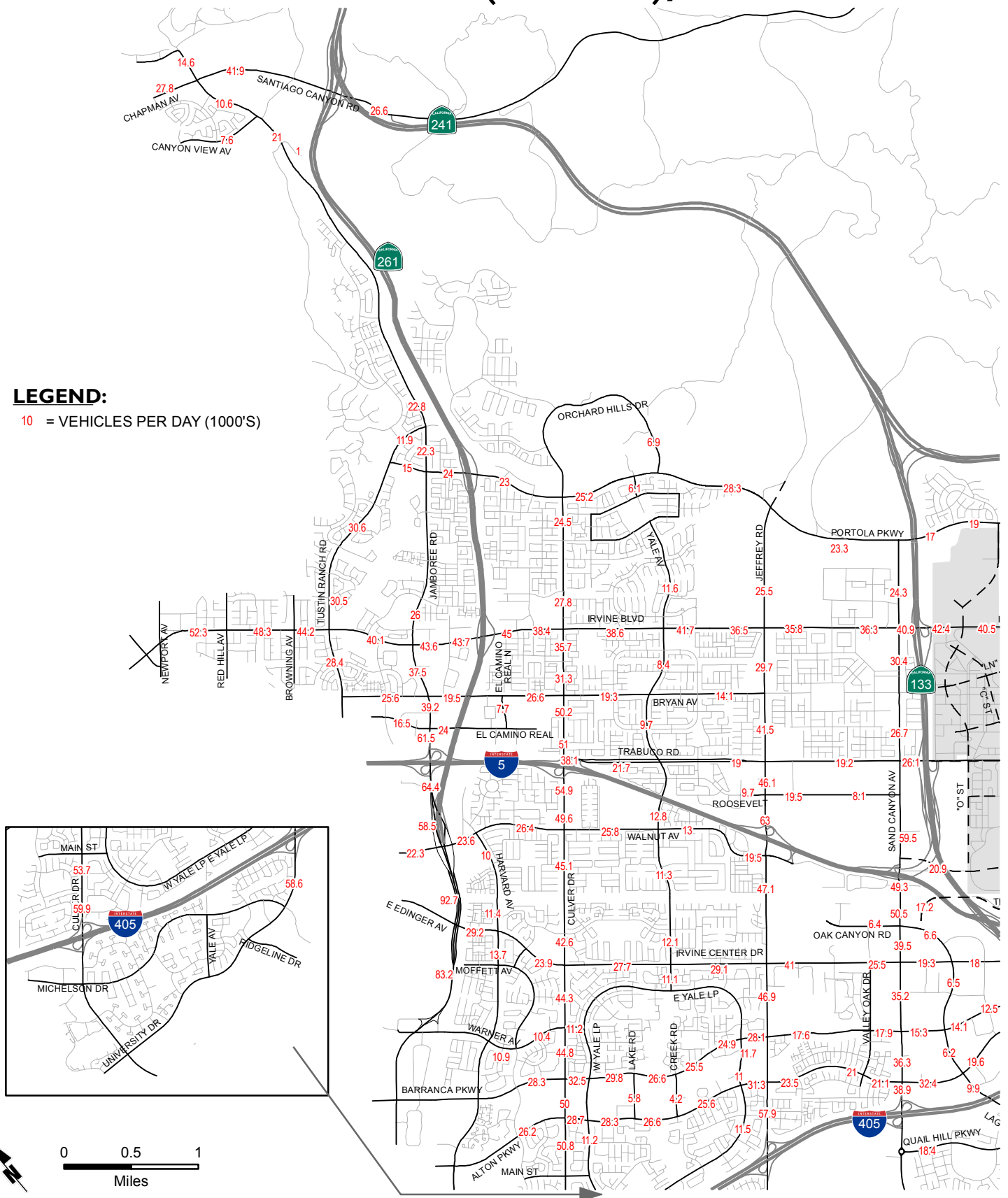
YEAR 2030 ADT VOLUMES - 2011 APPROVED PROJECT (BASELINE), PROJECT AREA



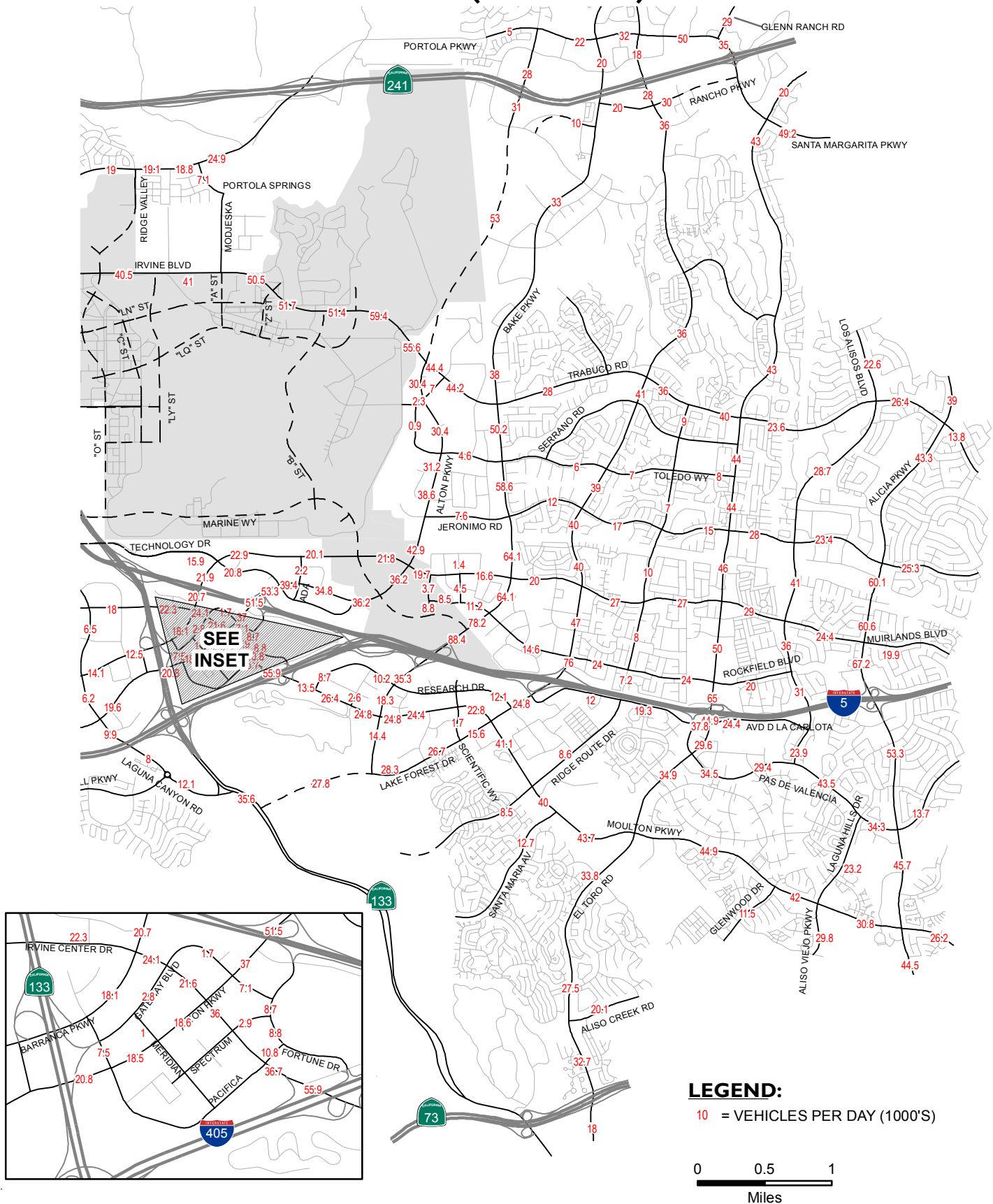
YEAR 2030 ADT VOLUMES - 2011 APPROVED PROJECT (BASELINE), WEST STUDY AREA

LEGEND:

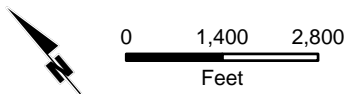
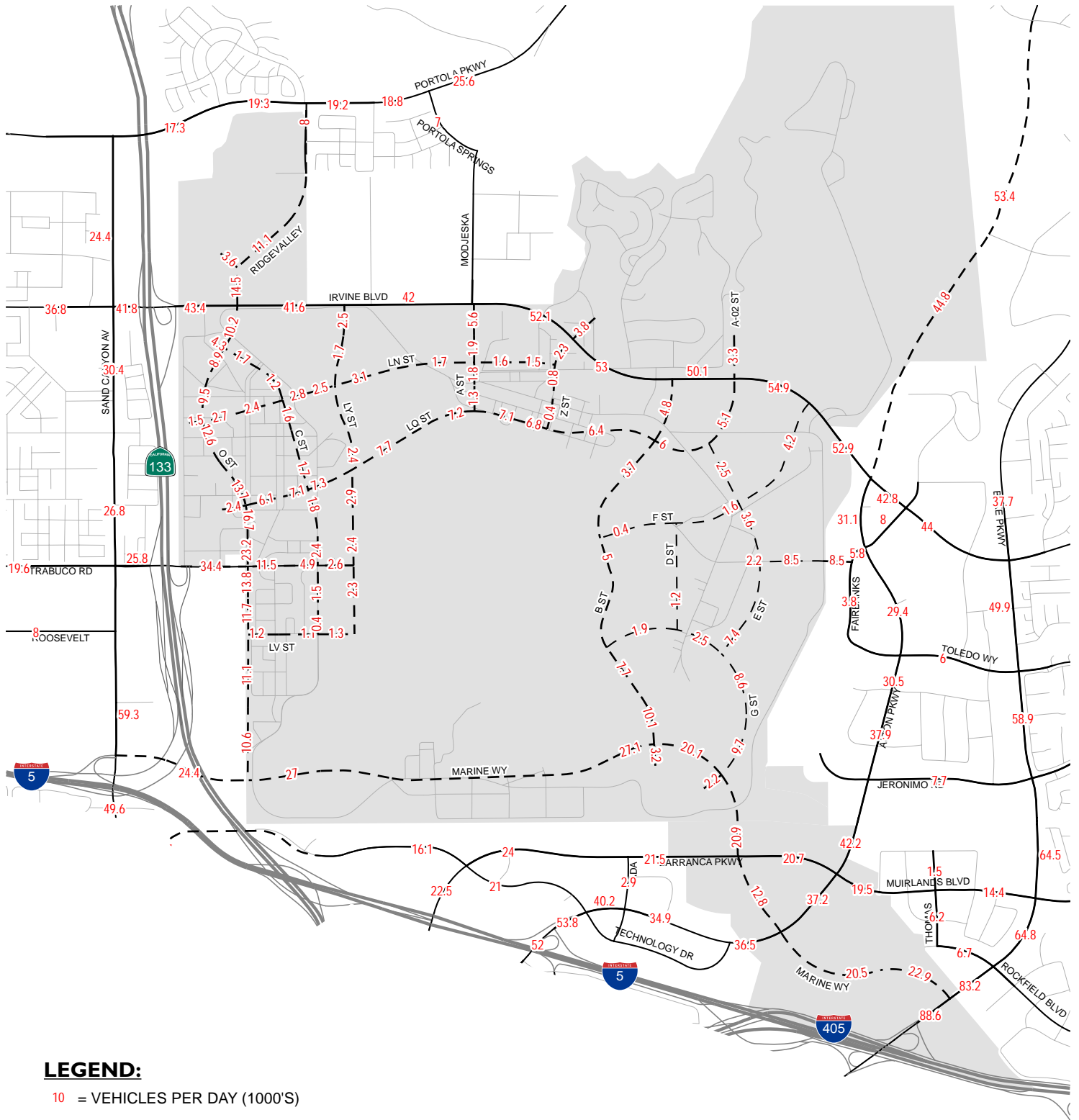
10 = VEHICLES PER DAY (1000'S)



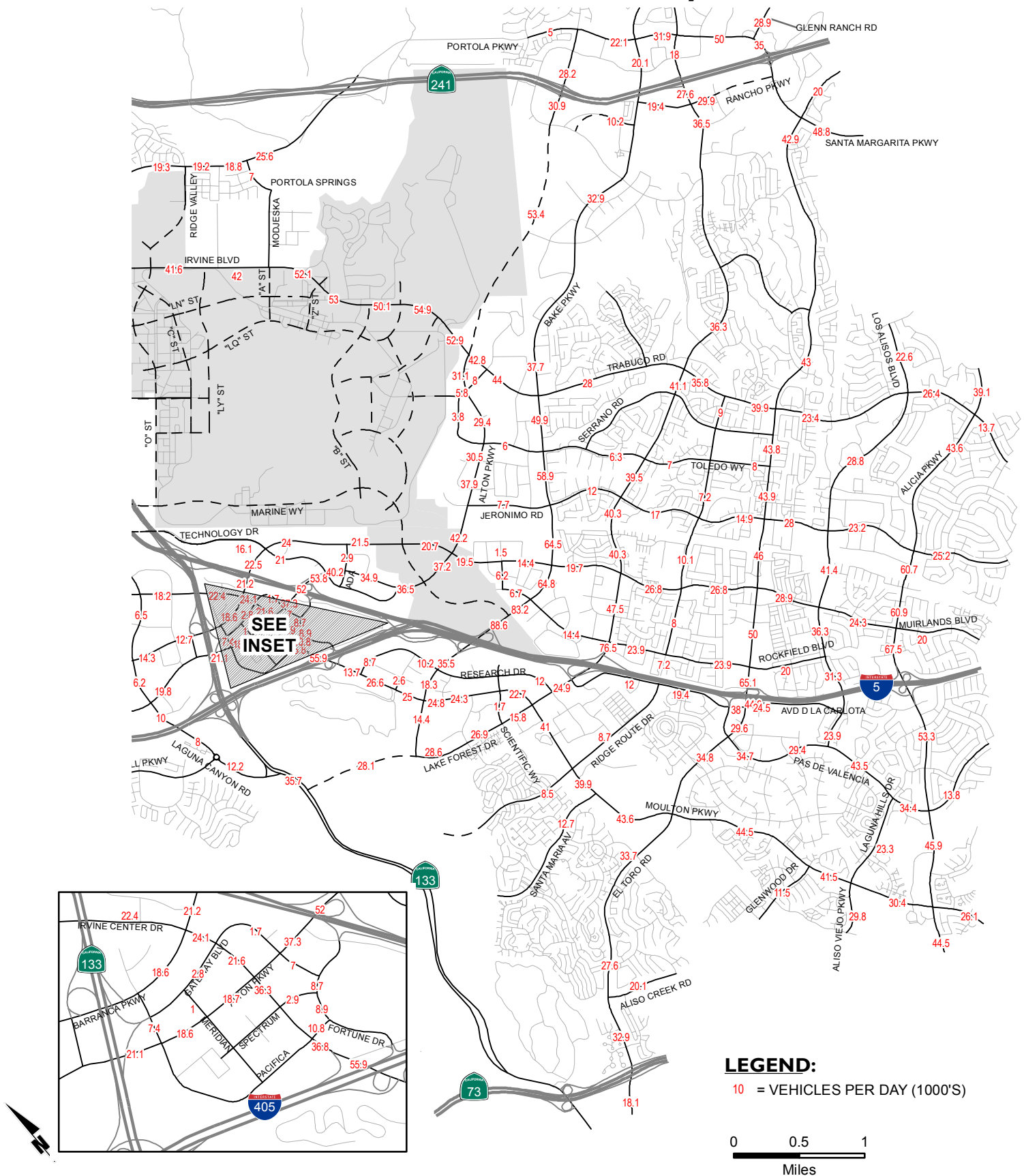
YEAR 2030 ADT VOLUMES - 2011 APPROVED PROJECT (BASELINE), EAST STUDY AREA



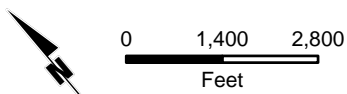
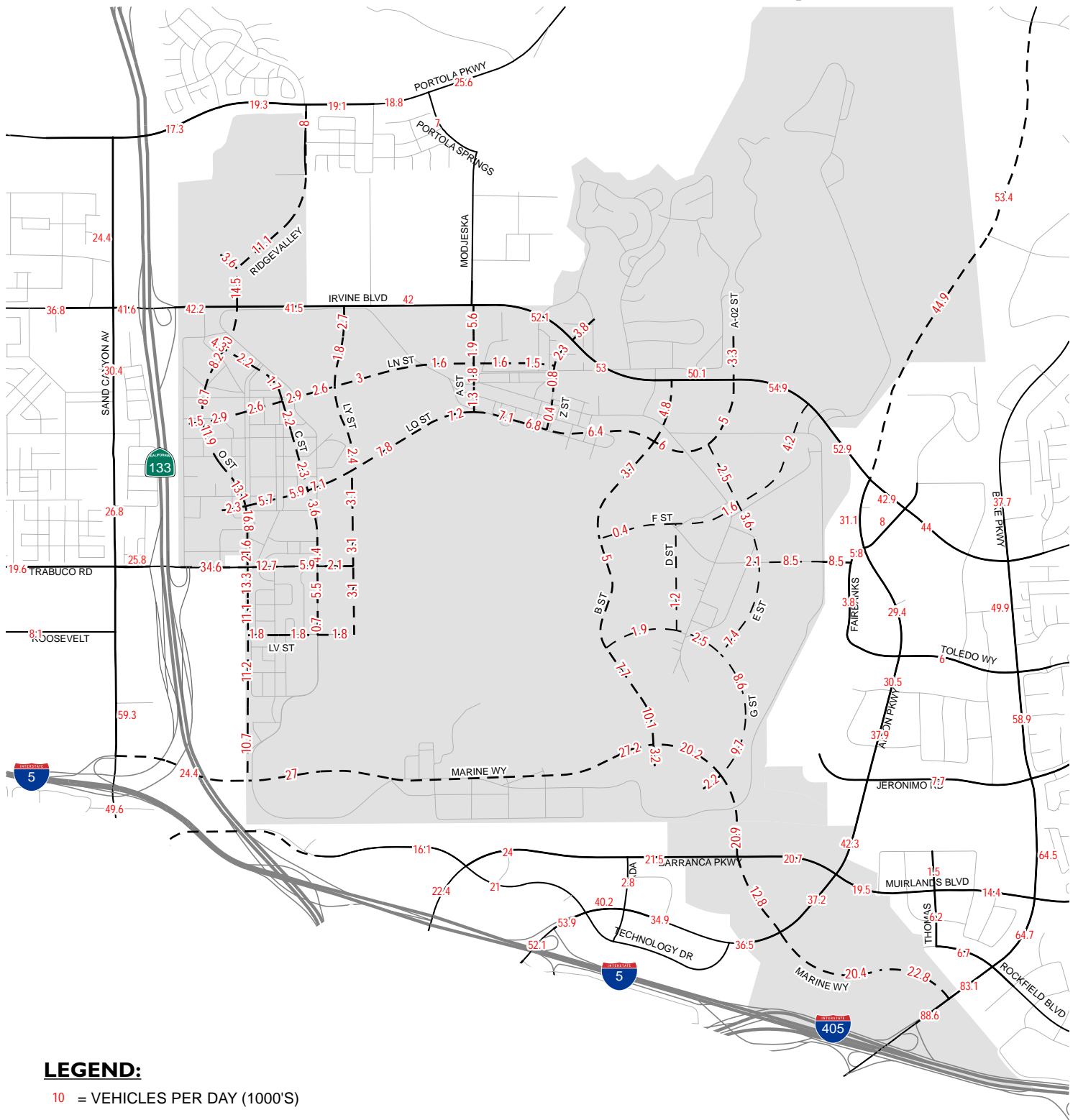
YEAR 2030 ADT VOLUMES WITH 2012 MODIFIED PROJECT, OPTION 1, PROJECT AREA



YEAR 2030 ADT VOLUMES WITH 2012 MODIFIED PROJECT OPTION 1, EAST STUDY AREA



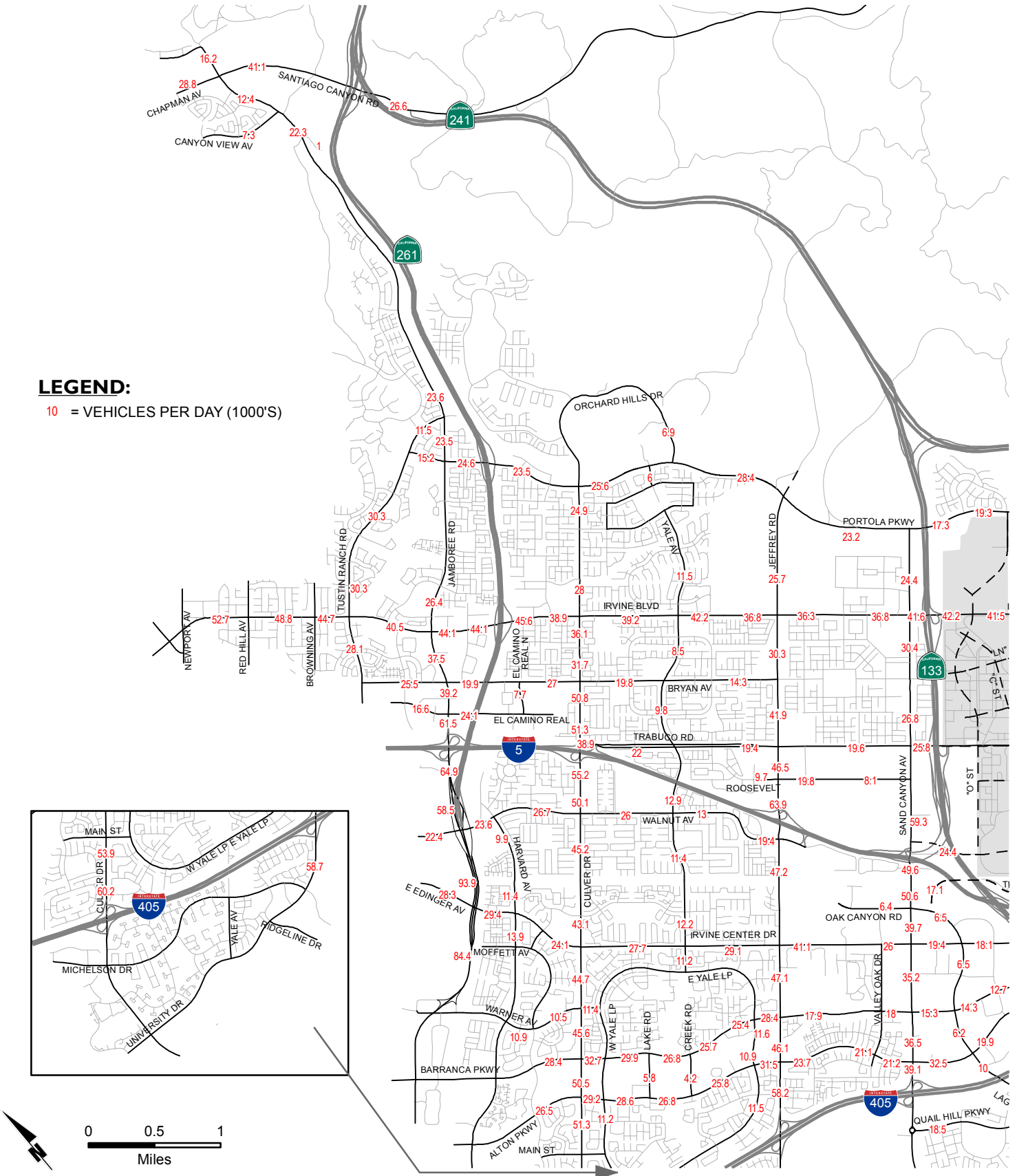
YEAR 2030 ADT VOLUMES WITH 2012 MODIFIED PROJECT, OPTION 2, PROJECT AREA



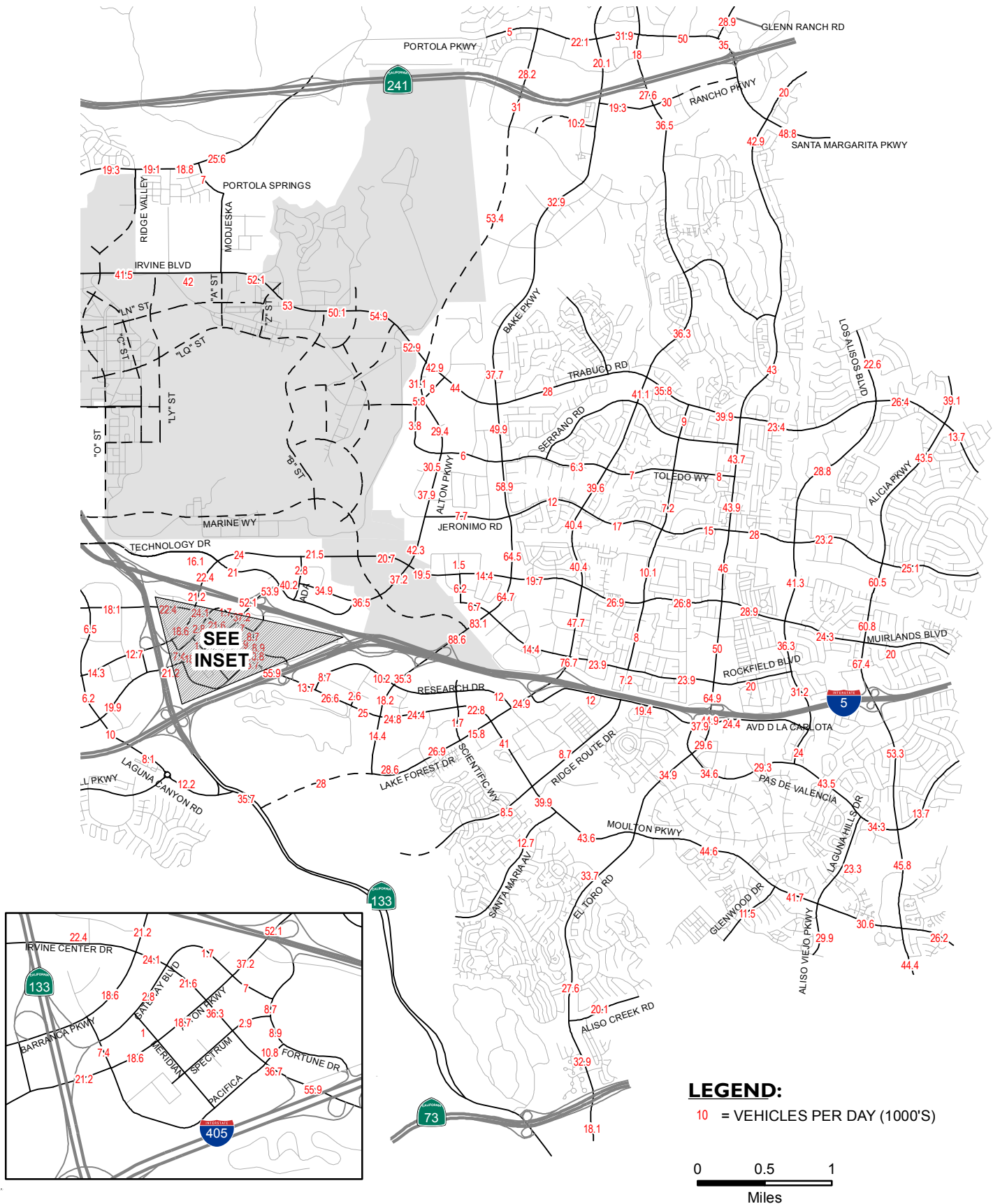
YEAR 2030 ADT VOLUMES WITH 2012 MODIFIED PROJECT OPTION 2, WEST STUDY AREA

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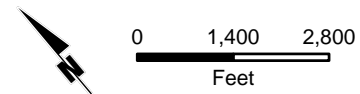
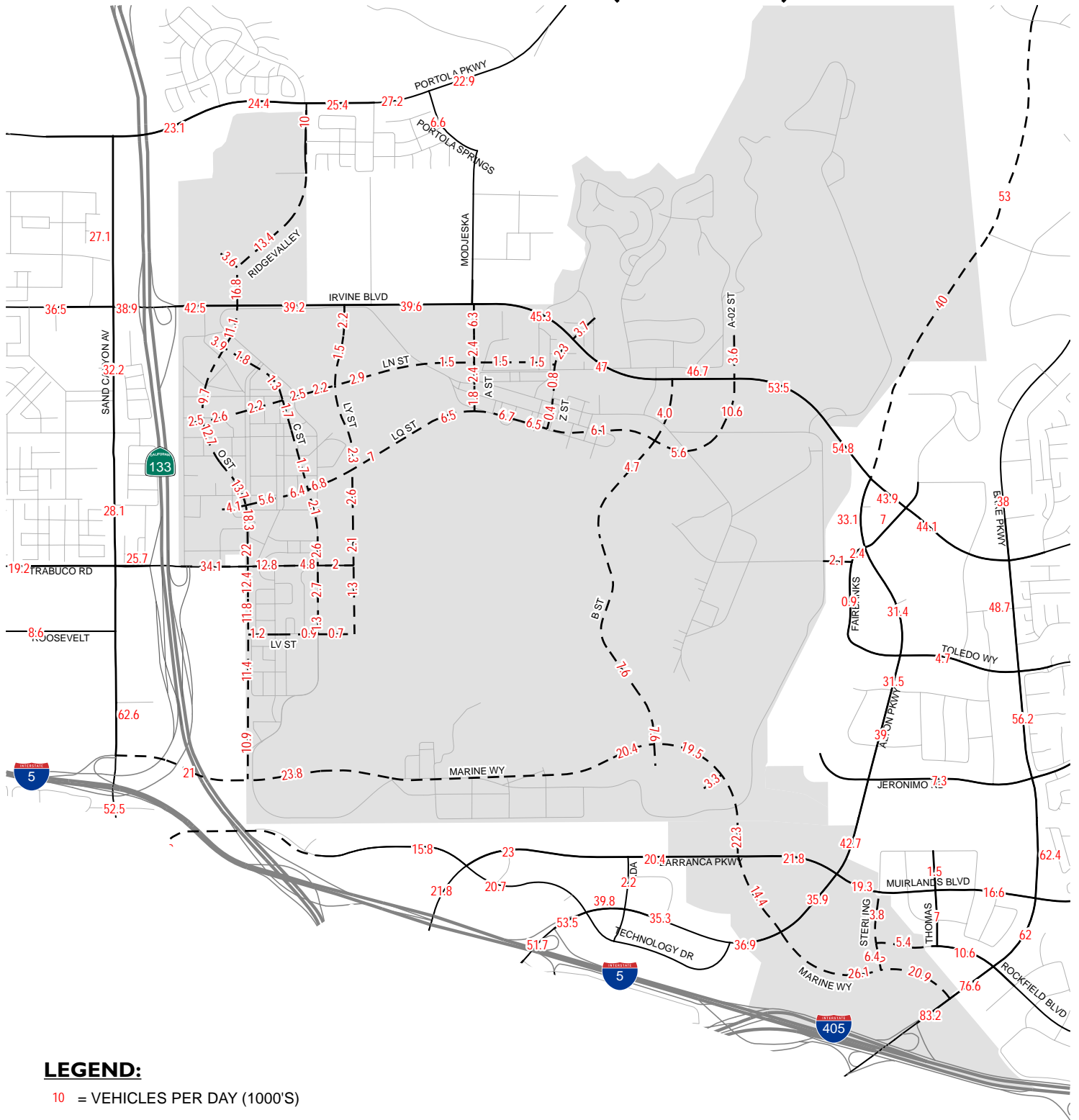
10 = VEHICLES PER DAY (1000'S)



YEAR 2030 ADT VOLUMES WITH 2012 MODIFIED PROJECT OPTION 2, EAST STUDY AREA



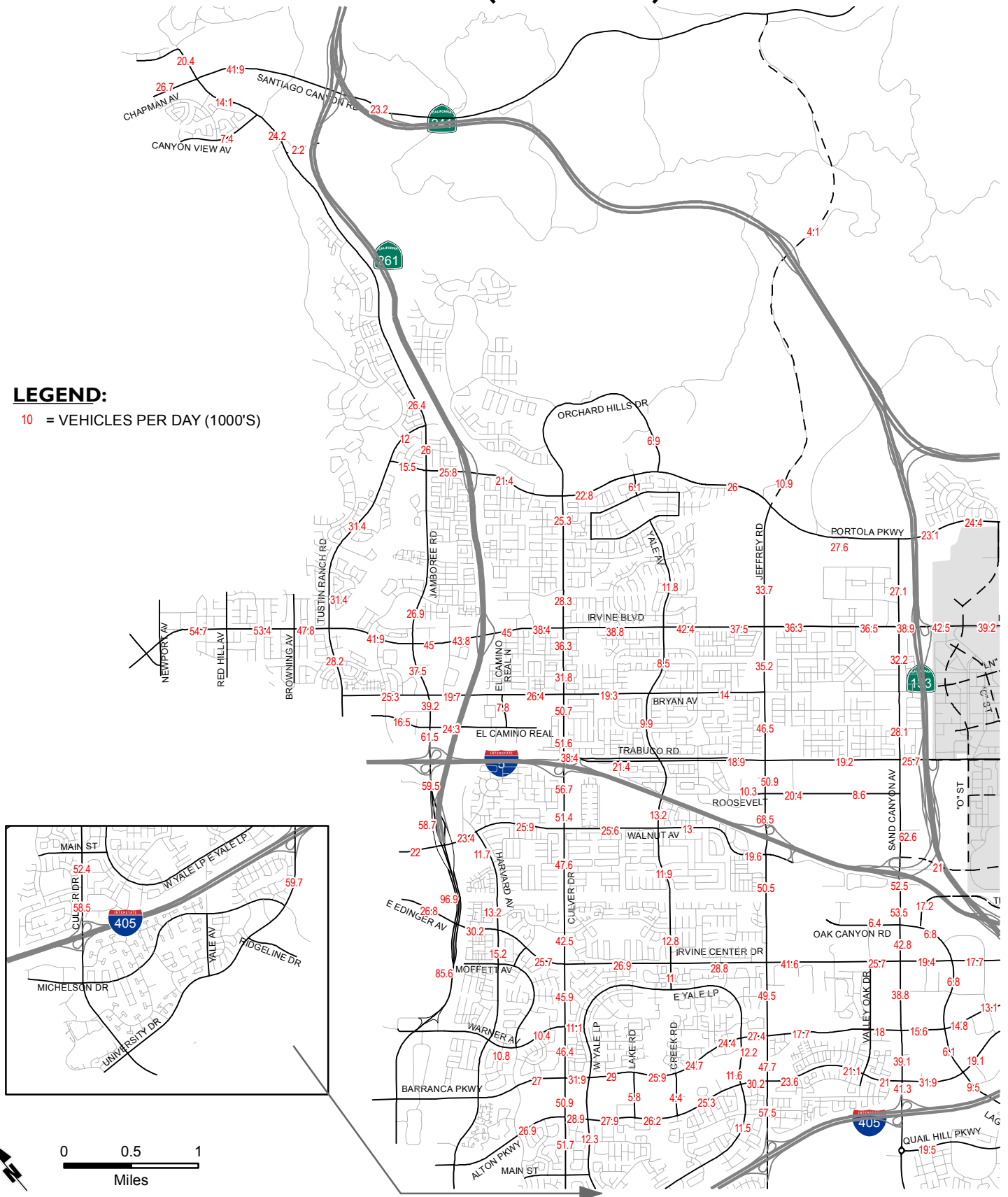
POST-2030 ADT VOLUMES - 2011 APPROVED PROJECT (BASELINE), PROJECT AREA



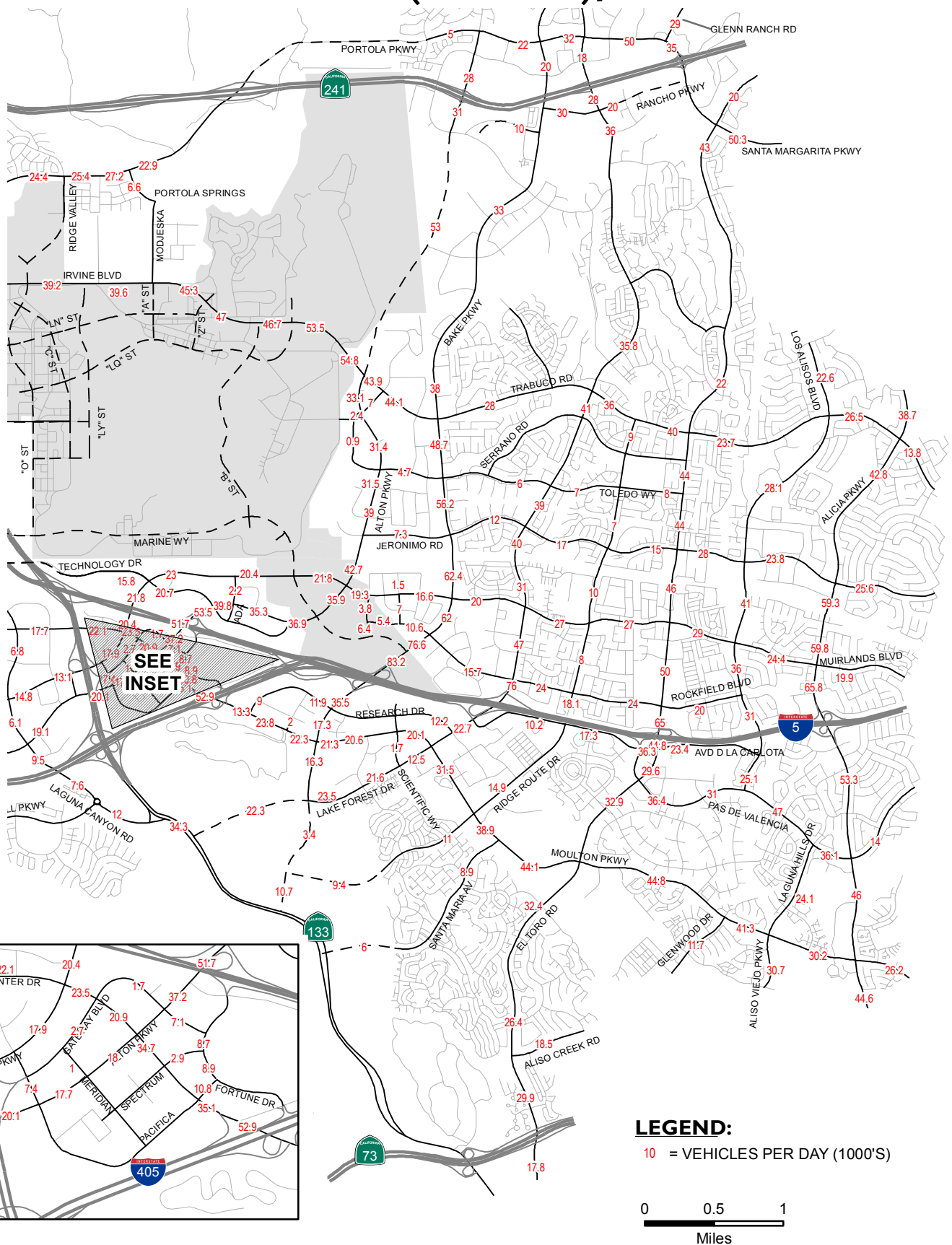
POST-2030 ADT VOLUMES - 2011 APPROVED PROJECT (BASELINE), WEST STUDY AREA

LEGEND:

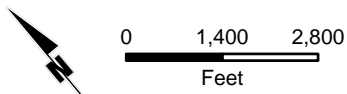
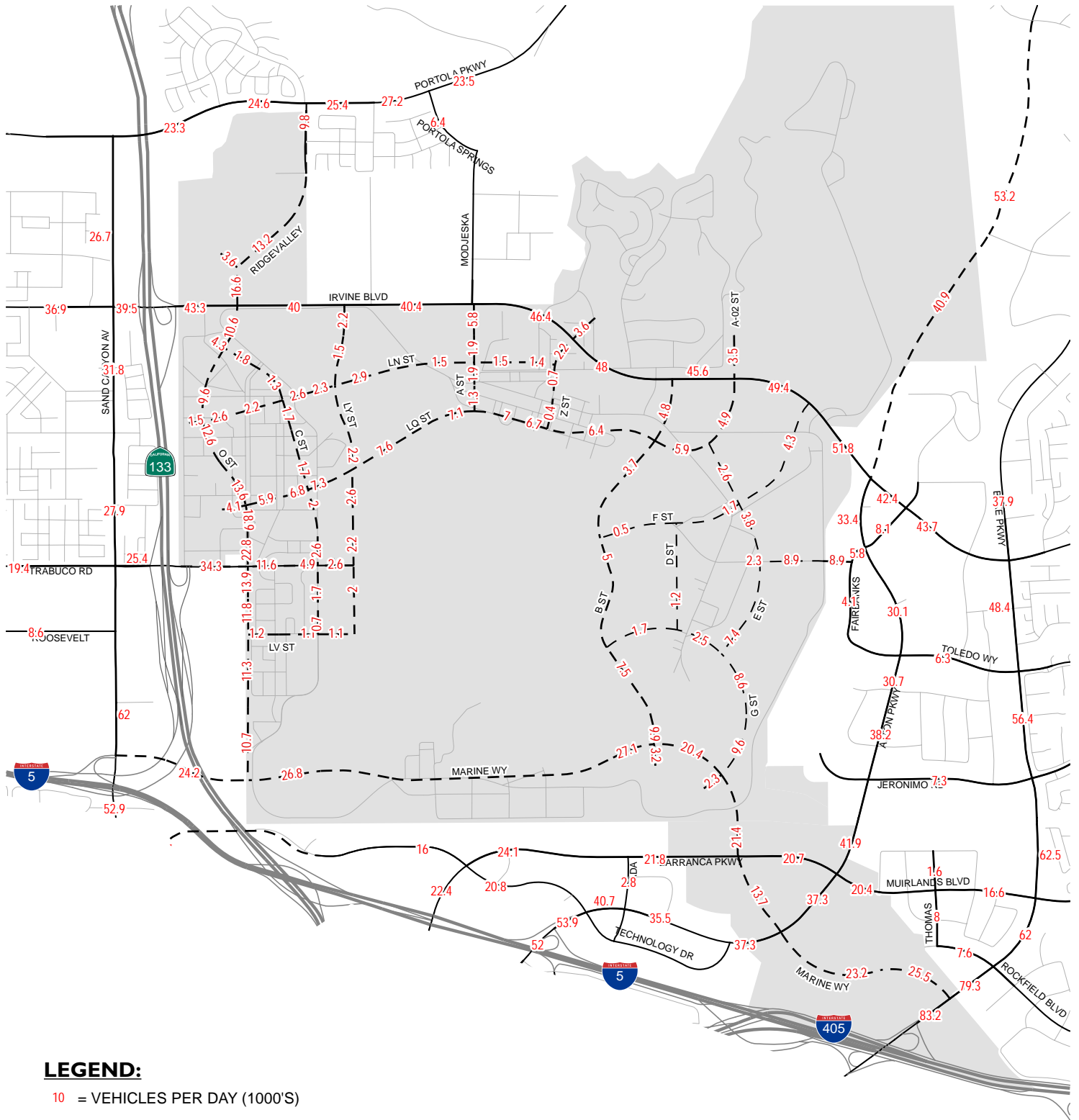
10 = VEHICLES PER DAY (1000'S)



POST-2030 ADT VOLUMES - 2011 APPROVED PROJECT (BASELINE), EAST STUDY AREA



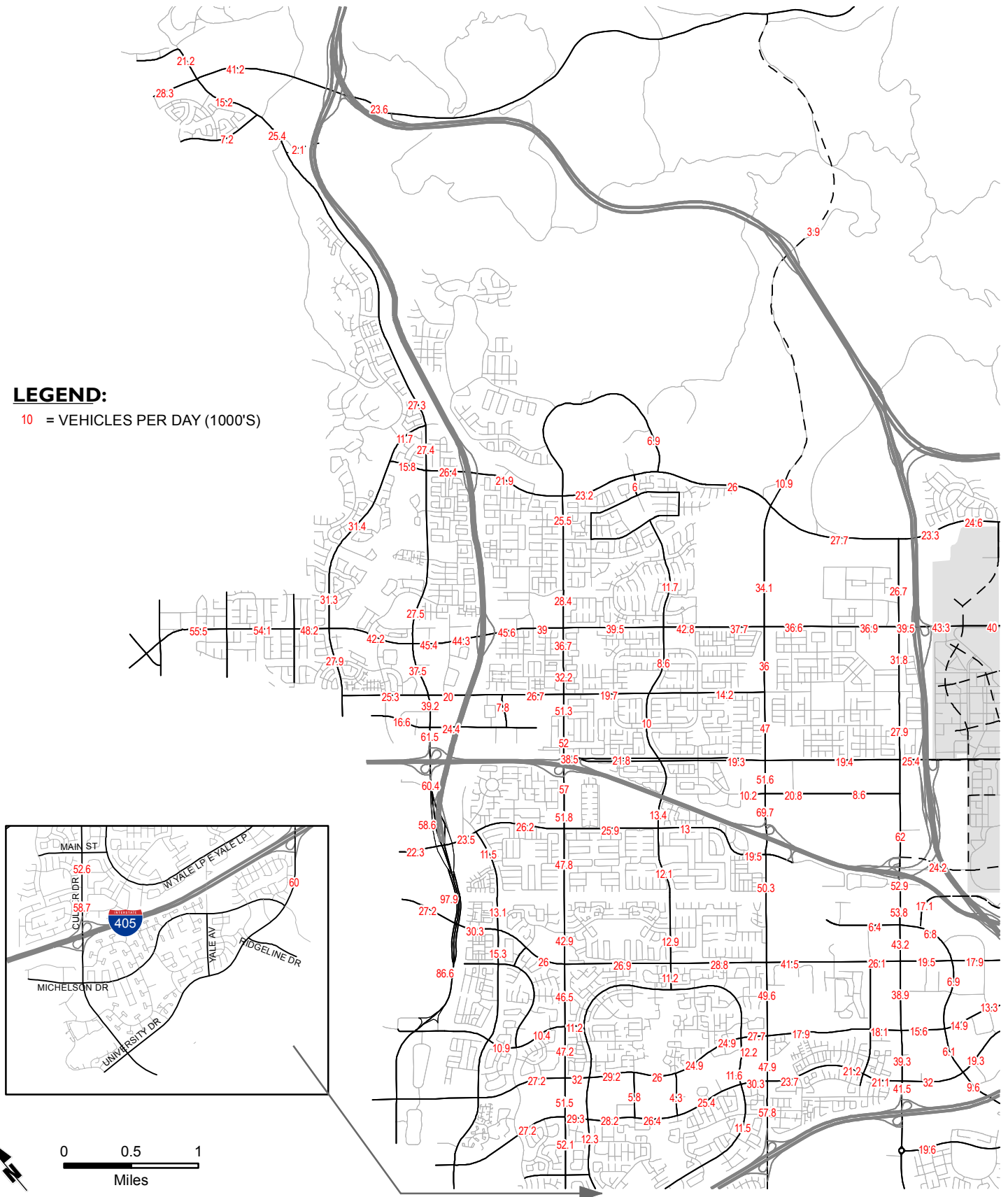
POST-2030 ADT VOLUMES WITH 2012 MODIFIED PROJECT, OPTION 1, PROJECT AREA



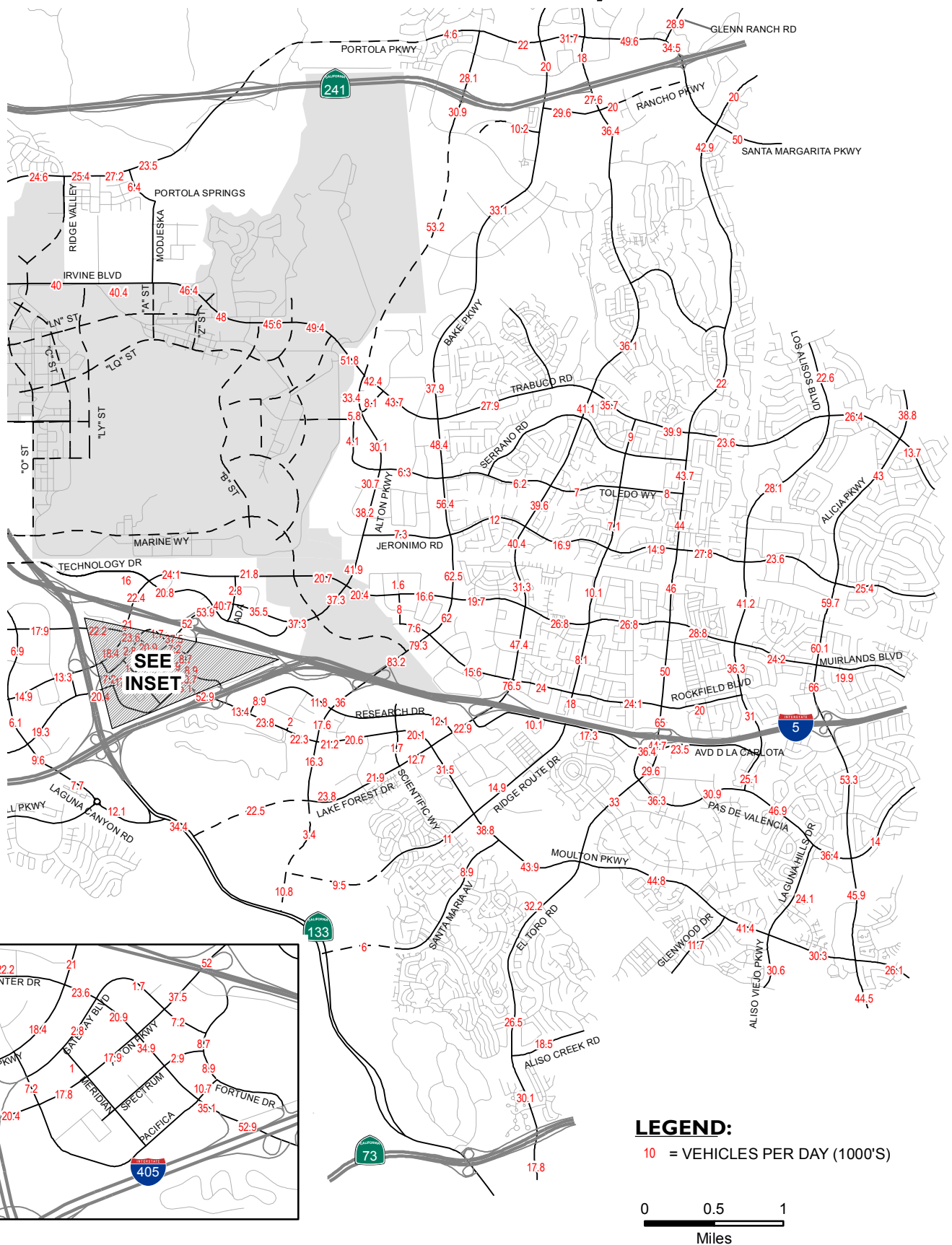
POST-2030 ADT VOLUMES WITH 2012 MODIFIED PROJECT, OPTION 1, WEST STUDY AREA

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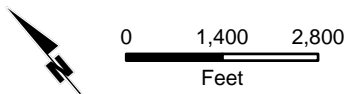
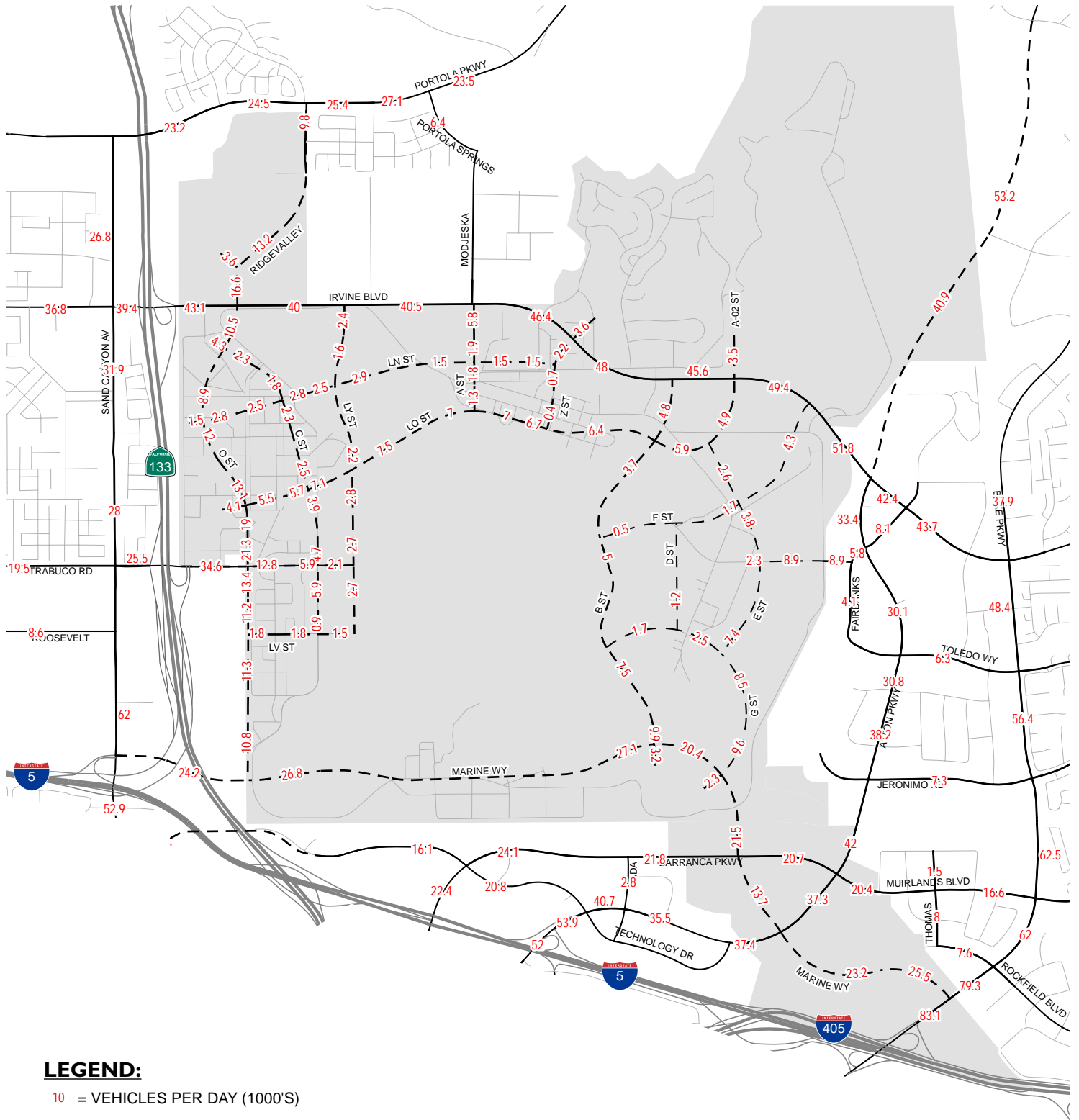
10 = VEHICLES PER DAY (1000'S)



POST-2030 ADT VOLUMES WITH 2012 MODIFIED PROJECT OPTION 1, EAST STUDY AREA



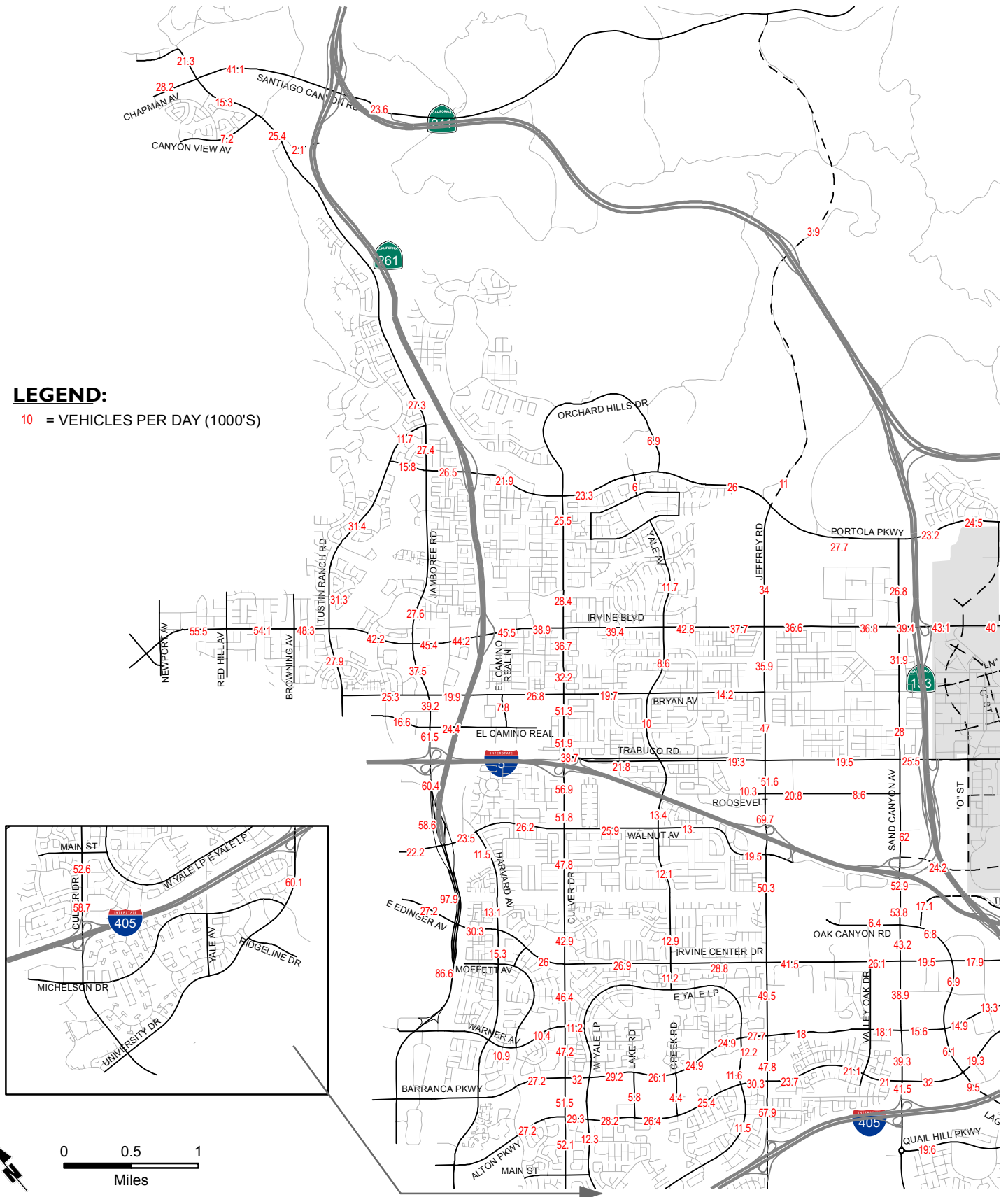
POST-2030 ADT VOLUMES WITH 2012 MODIFIED PROJECT, OPTION 2, PROJECT AREA



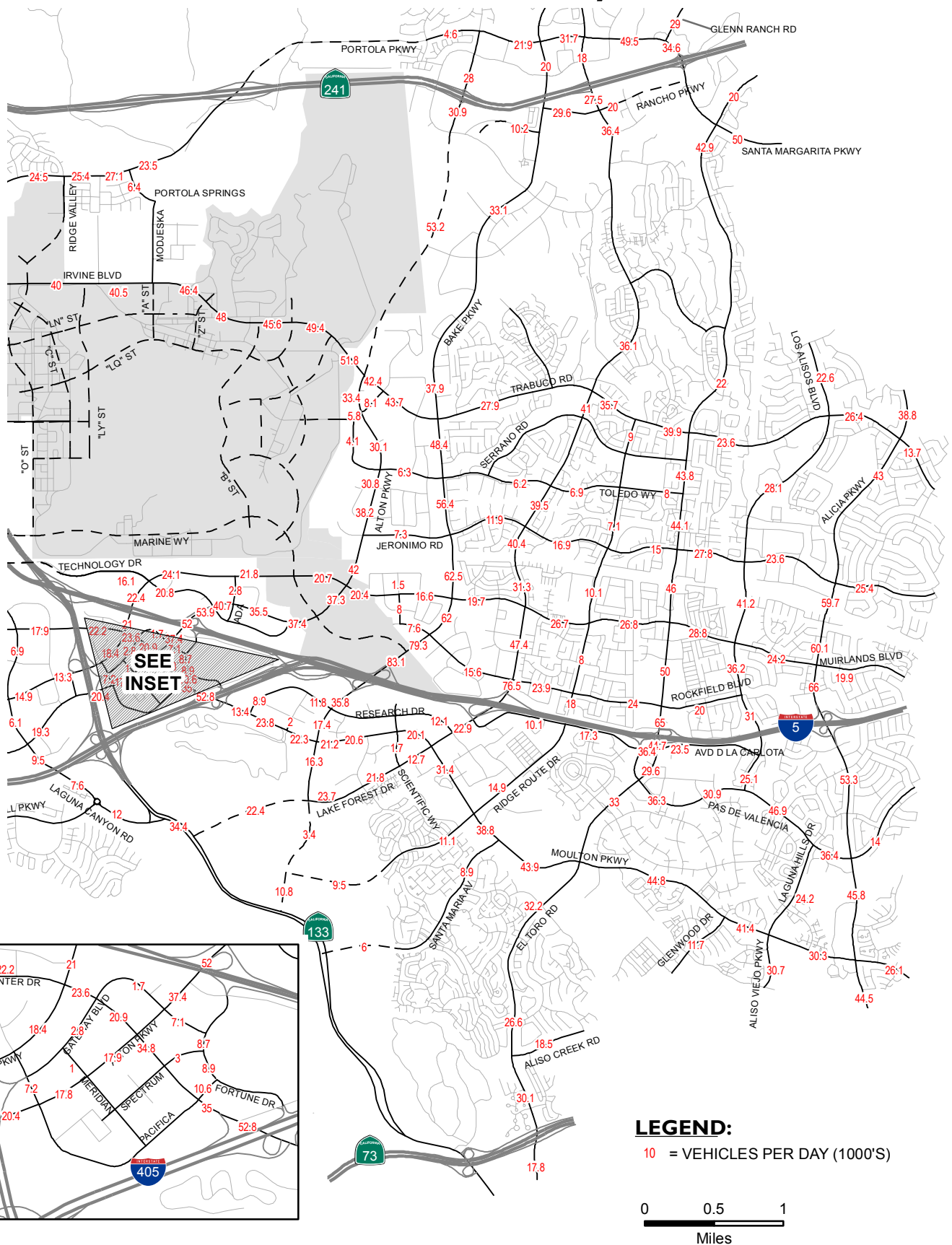
POST-2030 ADT VOLUMES WITH 2012 MODIFIED PROJECT, OPTION 2, WEST STUDY AREA

LEGEND:

10 = VEHICLES PER DAY (1000'S)



POST-2030 ADT VOLUMES WITH 2012 MODIFIED PROJECT OPTION 2, EAST STUDY AREA



INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2013 – NO PROJECT
AM PEAK HOUR**

IUSD High School #5 TIA
Year 2013 No Project

Impact Analysis Report
Level Of Service

| Intersection | Base | | Future | | Change in | |
|-------------------------------------|-------------|----------------|-------------|----------------|--------------|-----|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | | |
| #282 Jeffrey Rd & Portola Pkwy | A | xxxxxx 0.471 | A | xxxxxx 0.471 | + 0.000 | V/C |
| #283 Jeffrey Rd & Irvine Blvd | A | xxxxxx 0.471 | A | xxxxxx 0.471 | + 0.000 | V/C |
| #284 Jeffrey Rd & Bryan Ave | A | xxxxxx 0.508 | A | xxxxxx 0.508 | + 0.000 | V/C |
| #285 Jeffrey Rd & Trabuco Rd | A | xxxxxx 0.466 | A | xxxxxx 0.466 | + 0.000 | V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx 0.284 | A | xxxxxx 0.284 | + 0.000 | V/C |
| #301 Sand Canyon Ave & Irvine Blvd | A | xxxxxx 0.507 | A | xxxxxx 0.507 | + 0.000 | V/C |
| #302 Sand Canyon Ave & Trabuco Rd | A | xxxxxx 0.391 | A | xxxxxx 0.391 | + 0.000 | V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | B | 17.7 0.664 | B | 17.7 0.664 | + 0.000 | D/V |
| #304 Sand Canyon Ave & Marine Wy | A | xxxxxx 0.592 | A | xxxxxx 0.592 | + 0.000 | V/C |
| #305 Sand Canyon Ave & I-5 SB Ramps | C | 22.5 0.697 | C | 22.5 0.697 | + 0.000 | D/V |
| #306 Sand Canyon Ave & Oak Canyon R | A | xxxxxx 0.249 | A | xxxxxx 0.249 | + 0.000 | V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 15.3 0.388 | B | 15.3 0.388 | + 0.000 | D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | A | 2.4 0.396 | A | 2.4 0.396 | + 0.000 | D/V |
| #338 Alton Pkwy & Irvine Blvd | A | xxxxxx 0.474 | A | xxxxxx 0.474 | + 0.000 | V/C |
| #339 Alton Pkwy & Toledo Wy | A | xxxxxx 0.385 | A | xxxxxx 0.385 | + 0.000 | V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx 0.366 | A | xxxxxx 0.366 | + 0.000 | V/C |
| #341 Alton Pkwy & Barranca Pkwy | A | xxxxxx 0.455 | A | xxxxxx 0.455 | + 0.000 | V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | B | 14.3 0.862 | B | 14.3 0.862 | + 0.000 | D/V |
| #368 Bake Pkwy & I-5 NB Ramps | B | 11.9 0.611 | B | 11.9 0.611 | + 0.000 | D/V |
| #444 Sand Canyon Ave & Burt Rd | C | xxxxxx 0.702 | C | xxxxxx 0.702 | + 0.000 | V/C |
| #556 Ridge Valley & Portola Pkwy | A | xxxxxx 0.268 | A | xxxxxx 0.268 | + 0.000 | V/C |
| #571 Portola Springs & Portola Pkwy | A | xxxxxx 0.182 | A | xxxxxx 0.182 | + 0.000 | V/C |
| #572 Modjeska/"A" St & Irvine Blvd | A | xxxxxx 0.364 | A | xxxxxx 0.364 | + 0.000 | V/C |

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors across four directions.

Saturation Flow Module: Table with 12 columns for saturation flow and adjustment factors.

Capacity Analysis Module: Table with 12 columns for volume/saturation and critical moves.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module: Table with 12 columns representing volume/saturation and critical moves.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.284
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns for various volume and adjustment factors across four directions.

Saturation Flow Module: Table with 13 columns for saturation flow factors across four directions.

Capacity Analysis Module: Table with 13 columns for capacity analysis factors across four directions.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.391
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2013 No Project

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 0 Average Delay (sec/veh): 17.7
Optimal Cycle: 68 Level of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors for each bound.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Sand Canyon Ave & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors for each bound.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module: Table with 12 columns representing volume/saturation and critical moves.

IUSD High School #5 TIA
Year 2013 No Project

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 0 Average Delay (sec/veh): 22.5
Optimal Cycle: 75 Level of Service: C

Table with columns: Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows for North, South, East, and West Bound movements.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.249
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected), Rights (Include), Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2013 No Project

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 5 Average Delay (sec/veh): 15.3
Optimal Cycle: 21 Level of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors for each bound.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 No Project

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.396
Loss Time (sec): 0 Average Delay (sec/veh): 2.4
Optimal Cycle: 38 Level of Service: A

Table with columns: Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows for North, South, East, and West bounds.

Volume Module: Table with columns for various volume and adjustment factors (Base Vol, Growth Adj, etc.) across four approaches.

Saturation Flow Module: Table with columns for saturation flow factors (Sat/Lane, Adjustment, etc.) across four approaches.

Capacity Analysis Module: Table with columns for capacity analysis factors (Vol/Sat, Crit Moves, Green/Cycle, etc.) across four approaches.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.385
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics and 3 rows for Vol/Sat, Crit Moves, and a summary row.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.366
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns for different volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 13 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics and 3 rows for Vol/Sat, Crit Moves, and a summary row.

IUSD High School #5 TIA
Year 2013 No Project

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.862
Loss Time (sec): 0 Average Delay (sec/veh): 14.3
Optimal Cycle: 165 Level of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors for each bound.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 No Project

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 0 Average Delay (sec/veh): 11.9
Optimal Cycle: 59 Level of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors for each bound.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module: Table with 12 columns representing volume/saturation and critical moves.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.268
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis. Rows include Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.182
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 15 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume categories and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 3 rows for Vol/Sat, Crit Moves, and a summary row.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.364
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume categories and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 3 rows for Vol/Sat, Crit Moves, and a summary row.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-----------|------|----------|------|-----------|--------------|------|------|-----------------------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | | Direction | | N/A | | Direction | | N/A | | Initial ICU |
| V/C | | 0.00 | | V/C | | 0.00 | | V/C | | 0.00 | | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | | RTOG | | 0.00 | | RTOG | | 0.00 | | Right Turn Adjustment |
| RTOR | | 0.00 | | RTOR | | 0.00 | | RTOR | | 0.00 | | |
| RTC | | 0.00 | | RTC | | 0.00 | | RTC | | 0.00 | | |
| Addl ICU | | 0.00 | | Addl ICU | | 0.00 | | Addl ICU | | 0.00 | | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | | 0.05 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|------|-----------|-----------|------|----------|------|-----------|--------------|------|------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | | Direction | | N/A | | Direction | | N/A | | Initial ICU |
| V/C | | 0.00 | | V/C | | 0.00 | | V/C | | 0.00 | | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | | RTOG | | 0.00 | | RTOG | | 0.00 | | Right Turn Adjustment |
| RTOR | | 0.00 | | RTOR | | 0.00 | | RTOR | | 0.00 | | |
| RTC | | 0.00 | | RTC | | 0.00 | | RTC | | 0.00 | | |
| Addl ICU | | 0.00 | | Addl ICU | | 0.00 | | Addl ICU | | 0.00 | | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.05 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 436 | 37 | 24 | 40 | 28 | 9 | 17 | 383 | 445 | 51 | 314 | 37 | Volume |
| 0.13 | 0.02 | 0.00 | 0.02 | 0.02 | 0.01 | 0.01 | 0.11 | 0.26 | 0.02 | 0.09 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.13 | | V/C | 0.02 | | V/C | 0.11 | | V/C | 0.02 | | 0.272 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.02 | | RTOG | 0.11 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.02 | | RTOR | 0.04 | | RTOR | 0.13 | | RTOR | 0.12 | | |
| RTC | 0.13 | | RTC | 0.04 | | RTC | 0.21 | | RTC | 0.21 | | |
| Addl ICU | -0.13 | | Addl ICU | -0.04 | | Addl ICU | 0.05 | | Addl ICU | -0.19 | | |
| | 0.00 | | | 0.00 | | | 0.05 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 0 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 4043 | 1057 | 3400 | 3400 | 1700 | Total Saturation |
| 146 | 351 | 215 | 159 | 287 | 9 | 37 | 811 | 212 | 268 | 1002 | 115 | Volume |
| 0.04 | 0.07 | 0.00 | 0.05 | 0.06 | 0.01 | 0.01 | 0.20 | 0.20 | 0.08 | 0.29 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.07 | | V/C | 0.05 | | V/C | 0.01 | | V/C | 0.29 | | 0.421 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.07 | | RTOG | 0.07 | | RTOG | 0.23 | | RTOG | 0.29 | | Right Turn Adjustment |
| RTOR | 0.11 | | RTOR | 0.01 | | RTOR | 0.06 | | RTOR | 0.05 | | |
| RTC | 0.15 | | RTC | 0.08 | | RTC | 0.27 | | RTC | 0.33 | | |
| Addl ICU | -0.15 | | Addl ICU | -0.08 | | Addl ICU | -0.07 | | Addl ICU | -0.26 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.47 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 1700 | 1700 | Total Saturation |
| 100 | 384 | 102 | 37 | 654 | 84 | 228 | 148 | 174 | 411 | 194 | 88 | Volume |
| 0.03 | 0.08 | 0.06 | 0.01 | 0.13 | 0.05 | 0.13 | 0.04 | 0.10 | 0.12 | 0.11 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.03 | | V/C | 0.13 | | V/C | 0.13 | | V/C | 0.11 | | 0.406 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.15 | | RTOG | 0.13 | | RTOG | 0.13 | | RTOG | 0.11 | | Right Turn Adjustment |
| RTOR | 0.20 | | RTOR | 0.13 | | RTOR | 0.03 | | RTOR | 0.08 | | |
| RTC | 0.30 | | RTC | 0.23 | | RTC | 0.15 | | RTC | 0.18 | | |
| Addl ICU | -0.24 | | Addl ICU | -0.18 | | Addl ICU | -0.05 | | Addl ICU | -0.12 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.46 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 89 | 474 | 81 | 37 | 1167 | 187 | 140 | 147 | 165 | 218 | 211 | 16 | Volume |
| 0.03 | 0.09 | 0.05 | 0.01 | 0.23 | 0.11 | 0.04 | 0.04 | 0.10 | 0.06 | 0.06 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.23 | | V/C | 0.04 | | V/C | 0.06 | | 0.362 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.24 | | RTOG | 0.23 | | RTOG | 0.04 | | RTOG | 0.07 | | |
| RTOR | 0.06 | | RTOR | 0.05 | | RTOR | 0.03 | | RTOR | 0.16 | | |
| RTC | 0.29 | | RTC | 0.26 | | RTC | 0.06 | | RTC | 0.19 | | |
| Addl ICU | -0.24 | | Addl ICU | -0.15 | | Addl ICU | 0.03 | | Addl ICU | -0.18 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.03 | | | 0.00 | | 0.03 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.45 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 126 | 0 | 194 | 0 | 0 | 0 | 0 | 166 | 306 | 436 | 321 | 0 | Volume |
| 0.04 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.13 | 0.09 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.04 | | V/C | 0.00 | | V/C | 0.05 | | V/C | 0.13 | | 0.214 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | -0.04 | | RTOG | 0.05 | | RTOG | 0.18 | | Right Turn Adjustment |
| RTOR | 0.13 | | RTOR | 0.08 | | RTOR | 0.04 | | RTOR | 0.04 | | |
| RTC | 0.13 | | RTC | 0.02 | | RTC | 0.08 | | RTC | 0.20 | | |
| Addl ICU | -0.08 | | Addl ICU | -0.02 | | Addl ICU | -0.08 | | Addl ICU | -0.20 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.26 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 117 | 251 | 183 | 273 | 608 | 122 | 89 | 900 | 201 | 380 | 873 | 84 | Volume |
| 0.03 | 0.05 | 0.05 | 0.08 | 0.18 | 0.07 | 0.03 | 0.13 | 0.12 | 0.11 | 0.17 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.18 | | V/C | 0.13 | | V/C | 0.11 | | 0.457 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.13 | | RTOG | 0.18 | | RTOG | 0.13 | | RTOG | 0.22 | | Right Turn Adjustment |
| RTOR | 0.11 | | RTOR | 0.07 | | RTOR | 0.03 | | RTOR | 0.16 | | |
| RTC | 0.22 | | RTC | 0.23 | | RTC | 0.16 | | RTC | 0.34 | | |
| Addl ICU | -0.16 | | Addl ICU | -0.16 | | Addl ICU | -0.04 | | Addl ICU | -0.29 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.51 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 61 | 424 | 11 | 10 | 1539 | 129 | 72 | 7 | 195 | 9 | 2 | 8 | Volume |
| 0.02 | 0.08 | 0.00 | 0.00 | 0.30 | 0.08 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.02 | V/C | | 0.30 | V/C | | 0.02 | V/C | | 0.00 | 0.341 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.32 | RTOG | | 0.30 | RTOG | | 0.02 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.24 | |
| RTC | | 0.33 | RTC | | 0.32 | RTC | | 0.03 | RTC | | 0.18 | |
| Addl ICU | | -0.33 | Addl ICU | | -0.24 | Addl ICU | | -0.03 | Addl ICU | | -0.17 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.39 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 2 | 1 | 1.5 | 0.5 | 1 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 1700 | 3400 | 1700 | 3027 | 373 | 1700 | 1700 | 1360 | 340 | Total Saturation |
| 171 | 381 | 12 | 2 | 1466 | 295 | 130 | 16 | 331 | 8 | 4 | 1 | Volume |
| 0.05 | 0.22 | 0.01 | 0.00 | 0.43 | 0.17 | 0.04 | 0.04 | 0.19 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.05 | | V/C | 0.43 | | V/C | 0.04 | | V/C | 0.00 | | 0.529 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.48 | | RTOG | 0.43 | | RTOG | 0.04 | | RTOG | 0.00 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.04 | | RTOR | 0.05 | | RTOR | 0.26 | | |
| RTC | 0.48 | | RTC | 0.46 | | RTC | 0.08 | | RTC | 0.20 | | |
| Addl ICU | -0.48 | | Addl ICU | -0.29 | | Addl ICU | 0.11 | | Addl ICU | -0.19 | | |
| | 0.00 | | | 0.00 | | | 0.11 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | |
| | | | | | | | | | | | 0.69 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #304 Sand Canyon Ave (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 3400 | 1700 | 3400 | 3400 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 | Total Saturation |
| 0 | 534 | 111 | 82 | 1744 | 0 | 0 | 0 | 0 | 49 | 0 | 53 | Volume |
| 0.00 | 0.16 | 0.07 | 0.02 | 0.51 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.51 | V/C | | 0.00 | V/C | | 0.03 | 0.542 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.49 | RTOG | | 0.51 | RTOG | | -0.03 | RTOG | | 0.03 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.00 | RTOR | | 0.36 | |
| RTC | | 0.51 | RTC | | 0.53 | RTC | | -0.03 | RTC | | 0.30 | |
| Addl ICU | | -0.45 | Addl ICU | | -0.53 | Addl ICU | | 0.03 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.59 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 1 | 2 | 2 | 0 | 1.5 | 0.5 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 1700 | 3400 | 3400 | 0 | 3373 | 27 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 380 | 83 | 448 | 1321 | 0 | 254 | 2 | 818 | 0 | 0 | 0 | Volume |
| 0.00 | 0.22 | 0.05 | 0.13 | 0.39 | 0.00 | 0.08 | 0.08 | 0.32 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.39 | V/C | | 0.08 | V/C | | 0.00 | 0.464 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.26 | RTOG | | 0.39 | RTOG | | 0.08 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.00 | RTOR | | 0.17 | |
| RTC | | 0.26 | RTC | | 0.45 | RTC | | 0.08 | RTC | | 0.12 | |
| Addl ICU | | -0.21 | Addl ICU | | -0.45 | Addl ICU | | 0.25 | Addl ICU | | -0.12 | |
| | | 0.00 | | | 0.00 | | | 0.25 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.76 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3108 | 292 | 1700 | 3395 | 5 | 1700 | 1700 | 0 | 1671 | 29 | 850 | Total Saturation |
| 5 | 436 | 41 | 88 | 1980 | 3 | 5 | 1 | 0 | 58 | 1 | 48 | Volume |
| 0.00 | 0.14 | 0.14 | 0.05 | 0.58 | 0.58 | 0.00 | 0.00 | 0.00 | 0.03 | 0.03 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.58 | V/C | | 0.00 | V/C | | 0.03 | 0.624 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.53 | RTOG | | 0.58 | RTOG | | 0.00 | RTOG | | 0.03 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.45 | |
| RTC | | 0.56 | RTC | | 0.59 | RTC | | 0.01 | RTC | | 0.37 | |
| Addl ICU | | -0.42 | Addl ICU | | 0.00 | Addl ICU | | -0.01 | Addl ICU | | -0.31 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.67 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 0 | 2 | 1.0 | 1.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 956 | 744 | 3400 | 1700 | 1700 | Total Saturation |
| 29 | 206 | 8 | 134 | 698 | 162 | 20 | 9 | 7 | 4 | 12 | 5 | Volume |
| 0.02 | 0.04 | 0.00 | 0.08 | 0.21 | 0.10 | 0.01 | 0.01 | 0.01 | 0.00 | 0.01 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.02 | | V/C | 0.21 | | V/C | 0.01 | | V/C | 0.01 | | 0.235 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.14 | | RTOG | 0.21 | | RTOG | 0.01 | | RTOG | 0.01 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.01 | | RTOR | 0.02 | | RTOR | 0.18 | | |
| RTC | 0.15 | | RTC | 0.21 | | RTC | 0.02 | | RTC | 0.14 | | |
| Addl ICU | -0.14 | | Addl ICU | -0.11 | | Addl ICU | -0.02 | | Addl ICU | -0.14 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.29 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 207 | 0 | 320 | 0 | 1205 | 187 | 88 | 915 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.09 | 0.00 | 0.24 | 0.11 | 0.05 | 0.18 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.24 | V/C | | 0.05 | 0.410 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.12 | RTOG | | 0.12 | RTOG | | 0.24 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.11 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | -0.08 | RTC | | 0.20 | RTC | | 0.33 | RTC | | 0.38 | |
| Addl ICU | | 0.08 | Addl ICU | | -0.11 | Addl ICU | | -0.22 | Addl ICU | | -0.38 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.46 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|--------------|-----------|------|-------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | Time Period: | | AM | | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 35 | 0 | 59 | 0 | 0 | 0 | 0 | 1299 | 108 | 0 | 969 | 36 | Volume |
| 0.02 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.38 | 0.00 | 0.00 | 0.29 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.00 | V/C | | 0.38 | V/C | | 0.00 | 0.403 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | -0.02 | RTOG | | 0.38 | RTOG | | 0.38 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.10 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.02 | RTC | | 0.05 | RTC | | 0.40 | RTC | | 0.40 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.05 | Addl ICU | | -0.40 | Addl ICU | | -0.38 | |
| | | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.47 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | f | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 0 | 0 | 0 | 0 | 0 | 5100 | 1700 | 3400 | 5100 | 0 | Total Saturation |
| 75 | 0 | 105 | 0 | 0 | 0 | 0 | 999 | 494 | 377 | 878 | 0 | Volume |
| 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.29 | 0.11 | 0.17 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.02 | | V/C | 0.00 | | V/C | 0.20 | | V/C | 0.11 | | 0.329 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.02 | | RTOG | -0.02 | | RTOG | 0.20 | | RTOG | 0.31 | | Right Turn Adjustment |
| RTOR | 0.11 | | RTOR | 0.13 | | RTOR | 0.02 | | RTOR | 0.02 | | |
| RTC | 0.11 | | RTC | 0.08 | | RTC | 0.21 | | RTC | 0.32 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.08 | | Addl ICU | 0.08 | | Addl ICU | -0.32 | | |
| | 0.00 | | | 0.00 | | | 0.08 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.46 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5025 | 75 | 1700 | 262 | 1438 | 1700 | 1700 | 1700 | Total Saturation |
| 52 | 406 | 145 | 46 | 672 | 10 | 1 | 4 | 22 | 264 | 47 | 114 | Volume |
| 0.03 | 0.08 | 0.00 | 0.03 | 0.13 | 0.13 | 0.00 | 0.02 | 0.02 | 0.16 | 0.03 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.13 | | V/C | 0.02 | | V/C | 0.16 | | 0.335 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.14 | | RTOG | 0.13 | | RTOG | 0.02 | | RTOG | 0.17 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.14 | | RTOR | 0.03 | | RTOR | 0.08 | | |
| RTC | 0.25 | | RTC | 0.24 | | RTC | 0.04 | | RTC | 0.23 | | |
| Addl ICU | -0.25 | | Addl ICU | -0.11 | | Addl ICU | -0.02 | | Addl ICU | -0.17 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 4935 | 165 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 89 | 957 | 272 | 74 | 747 | 25 | 5 | 2 | 9 | 358 | 29 | 96 | Volume |
| 0.05 | 0.19 | 0.00 | 0.02 | 0.15 | 0.15 | 0.00 | 0.00 | 0.00 | 0.11 | 0.02 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.19 | V/C | | 0.02 | V/C | | 0.00 | V/C | | 0.11 | 0.316 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.16 | RTOG | | 0.00 | RTOG | | 0.10 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.09 | RTOR | | 0.06 | RTOR | | 0.02 | |
| RTC | | 0.27 | RTC | | 0.22 | RTC | | 0.04 | RTC | | 0.12 | |
| Addl ICU | | -0.27 | Addl ICU | | -0.07 | Addl ICU | | -0.04 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.37 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2783 | 617 | Total Saturation |
| 9 | 932 | 171 | 63 | 558 | 484 | 290 | 134 | 6 | 200 | 329 | 73 | Volume |
| 0.01 | 0.18 | 0.00 | 0.02 | 0.11 | 0.00 | 0.09 | 0.04 | 0.00 | 0.06 | 0.12 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.18 | V/C | | 0.02 | V/C | | 0.09 | V/C | | 0.12 | 0.405 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.20 | RTOG | | 0.14 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.02 | |
| RTC | | 0.31 | RTC | | 0.26 | RTC | | 0.21 | RTC | | 0.13 | |
| Addl ICU | | -0.31 | Addl ICU | | -0.26 | Addl ICU | | -0.21 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.45 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 965 | 4135 | 0 | 0 | 0 | 2550 | 0 | 2550 | Total Saturation |
| 0 | 2914 | 311 | 0 | 416 | 1782 | 0 | 0 | 0 | 150 | 0 | 707 | Volume |
| 0.00 | 0.57 | 0.00 | 0.00 | 0.43 | 0.43 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.28 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.57 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.06 | 0.630 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.57 | RTOG | | 0.57 | RTOG | | -0.06 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.06 | RTOR | | 0.14 | RTOR | | 0.00 | |
| RTC | | 0.62 | RTC | | 0.62 | RTC | | 0.05 | RTC | | 0.06 | |
| Addl ICU | | -0.62 | Addl ICU | | -0.18 | Addl ICU | | -0.05 | Addl ICU | | 0.22 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.22 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.90 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 4915 | 185 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 479 | 18 | 0 | 384 | 189 | 2702 | 0 | 525 | 0 | 0 | 0 | Volume |
| 0.00 | 0.10 | 0.10 | 0.00 | 0.08 | 0.00 | 0.53 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.10 | V/C | | 0.00 | V/C | | 0.53 | V/C | | 0.00 | 0.627 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.10 | RTOG | | 0.53 | RTOG | | -0.53 | Right Turn Adjustment |
| RTOR | | 0.53 | RTOR | | 0.53 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.49 | RTC | | 0.49 | RTC | | 0.55 | RTC | | -0.53 | |
| Addl ICU | | -0.40 | Addl ICU | | -0.49 | Addl ICU | | -0.24 | Addl ICU | | 0.53 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.68 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1457 | 243 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 150 | 6 | 1 | 17 | 10 | 27 | 33 | 208 | 36 | 7 | 309 | 13 | Volume |
| 0.09 | 0.00 | 0.00 | 0.01 | 0.01 | 0.02 | 0.02 | 0.12 | 0.02 | 0.00 | 0.18 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.09 | V/C | | 0.01 | V/C | | 0.02 | V/C | | 0.18 | 0.295 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | 0.01 | RTOG | | 0.20 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.02 | RTOR | | 0.09 | RTOR | | 0.09 | |
| RTC | | 0.14 | RTC | | 0.02 | RTC | | 0.26 | RTC | | 0.25 | |
| Addl ICU | | -0.14 | Addl ICU | | 0.00 | Addl ICU | | -0.24 | Addl ICU | | -0.24 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.35 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.05 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 0 | 400 | 3000 | 1700 | 3400 | 1700 | 1700 | 3357 | 43 | Total Saturation |
| 39 | 5 | 19 | 0 | 2 | 15 | 33 | 109 | 57 | 17 | 309 | 4 | Volume |
| 0.01 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.02 | 0.03 | 0.03 | 0.01 | 0.09 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.01 | V/C | | 0.01 | V/C | | 0.02 | V/C | | 0.09 | 0.128 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.01 | RTOG | | 0.10 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.02 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.08 | RTC | | 0.02 | RTC | | 0.11 | RTC | | 0.10 | |
| Addl ICU | | -0.06 | Addl ICU | | -0.01 | Addl ICU | | -0.08 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.18 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 3 | 0 | 0 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 5100 | 0 | 0 | 5100 | 1700 | Total Saturation |
| 0 | 0 | 0 | 100 | 0 | 123 | 22 | 1231 | 0 | 0 | 890 | 10 | Volume |
| 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.07 | 0.01 | 0.24 | 0.00 | 0.00 | 0.17 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.24 | V/C | | 0.00 | 0.271 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.03 | RTOG | | 0.03 | RTOG | | 0.24 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.07 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | -0.03 | RTC | | 0.08 | RTC | | 0.26 | RTC | | 0.25 | |
| Addl ICU | | 0.03 | Addl ICU | | -0.01 | Addl ICU | | -0.26 | Addl ICU | | -0.24 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.32 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 0.0 | 1 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2013 – NO PROJECT
PM PEAK HOUR**

IUSD High School #5 TIA
Year 2013 No Project

Impact Analysis Report
Level Of Service

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|--------------|-------------|--------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #282 Jeffrey Rd & Portola Pkwy | A | xxxxxx 0.349 | A | xxxxxx 0.349 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | A | xxxxxx 0.554 | A | xxxxxx 0.554 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | A | xxxxxx 0.475 | A | xxxxxx 0.475 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | A | xxxxxx 0.489 | A | xxxxxx 0.489 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx 0.294 | A | xxxxxx 0.294 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | A | xxxxxx 0.504 | A | xxxxxx 0.504 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | A | xxxxxx 0.377 | A | xxxxxx 0.377 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | B | 18.4 0.432 | B | 18.4 0.432 | + 0.000 D/V |
| #304 Sand Canyon Ave & Marine Wy | B | xxxxxx 0.619 | B | xxxxxx 0.619 | + 0.000 V/C |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 19.2 0.730 | B | 19.2 0.730 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | A | xxxxxx 0.296 | A | xxxxxx 0.296 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | A | 6.3 0.412 | A | 6.3 0.412 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | A | 4.3 0.436 | A | 4.3 0.436 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | A | xxxxxx 0.495 | A | xxxxxx 0.495 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | A | xxxxxx 0.420 | A | xxxxxx 0.420 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx 0.349 | A | xxxxxx 0.349 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | A | xxxxxx 0.448 | A | xxxxxx 0.448 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | B | 13.2 1.014 | B | 13.2 1.014 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | B | 18.6 0.668 | B | 18.6 0.668 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | A | xxxxxx 0.598 | A | xxxxxx 0.598 | + 0.000 V/C |
| #556 Ridge Valley & Portola Pkwy | A | xxxxxx 0.205 | A | xxxxxx 0.205 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | A | xxxxxx 0.147 | A | xxxxxx 0.147 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | A | xxxxxx 0.452 | A | xxxxxx 0.452 | + 0.000 V/C |

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.475
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and their values.

Saturation Flow Module: Table with 12 columns representing saturation flow values.

Capacity Analysis Module: Table with 12 columns representing capacity analysis values.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics and 2 rows for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.294
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns representing different volume and adjustment factors for each bound.

Saturation Flow Module: Table with 13 columns representing saturation flow and adjustment factors.

Capacity Analysis Module: Table with 13 columns representing volume/saturation and critical moves.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors across four directions.

Saturation Flow Module: Table with 12 columns for saturation flow and adjustment factors.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and their values.

Saturation Flow Module: Table with 12 columns representing saturation flow values.

Capacity Analysis Module: Table with 12 columns representing capacity analysis values.

IUSD High School #5 TIA
Year 2013 No Project

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 0 Average Delay (sec/veh): 18.4
Optimal Cycle: 40 Level of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Sand Canyon Ave & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Year 2013 No Project

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 0 Average Delay (sec/veh): 19.2
Optimal Cycle: 85 Level of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, etc.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.296
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics.

IUSD High School #5 TIA
Year 2013 No Project

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 5 Average Delay (sec/veh): 6.3
Optimal Cycle: 21 Level of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns for different volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 13 columns for saturation flow factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 No Project

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 0 Average Delay (sec/veh): 4.3
Optimal Cycle: 40 Level of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity and delay metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different traffic directions and various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Year 2013 No Project

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.014
Loss Time (sec): 0 Average Delay (sec/veh): 13.2
Optimal Cycle: 180 Level of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 No Project

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 0 Average Delay (sec/veh): 18.6
Optimal Cycle: 69 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.205
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 15 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.147
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 14 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for different traffic movements. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for different traffic movements. Rows include Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Year 2013 No Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and their values.

Saturation Flow Module: Table with 12 columns representing saturation flow values.

Capacity Analysis Module: Table with 12 columns representing capacity analysis values.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.05 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|----------------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 465 | 12 | 51 | 10 | 12 | 24 | 9 | 218 | 158 | 39 | 510 | 4 | Volume |
| 0.14 | 0.01 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.06 | 0.09 | 0.01 | 0.15 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.14 | | V/C | 0.01 | | V/C | 0.01 | | V/C | 0.15 | | 0.299 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.14 | | RTOG | 0.01 | | RTOG | 0.14 | | RTOG | 0.15 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.01 | | RTOR | 0.14 | | RTOR | 0.14 | | |
| RTC | 0.21 | | RTC | 0.01 | | RTC | 0.25 | | RTC | 0.25 | | |
| Addl ICU | -0.21 | | Addl ICU | 0.00 | | Addl ICU | -0.15 | | Addl ICU | -0.25 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | |
| | | | | | | | | | | | 0.35 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 0 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 4033 | 1067 | 3400 | 3400 | 1700 | Total Saturation |
| 320 | 361 | 210 | 57 | 135 | 16 | 22 | 741 | 196 | 260 | 1281 | 153 | Volume |
| 0.09 | 0.07 | 0.00 | 0.02 | 0.03 | 0.01 | 0.01 | 0.18 | 0.18 | 0.08 | 0.38 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.09 | | V/C | 0.03 | | V/C | 0.01 | | V/C | 0.38 | | 0.504 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.10 | | RTOG | 0.03 | | RTOG | 0.31 | | RTOG | 0.38 | | Right Turn Adjustment |
| RTOR | 0.20 | | RTOR | 0.01 | | RTOR | 0.09 | | RTOR | 0.05 | | |
| RTC | 0.25 | | RTC | 0.03 | | RTC | 0.38 | | RTC | 0.41 | | |
| Addl ICU | -0.25 | | Addl ICU | -0.02 | | Addl ICU | -0.19 | | Addl ICU | -0.32 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.55 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 1700 | 1700 | Total Saturation |
| 289 | 805 | 398 | 62 | 429 | 103 | 83 | 180 | 106 | 165 | 149 | 58 | Volume |
| 0.09 | 0.16 | 0.23 | 0.02 | 0.08 | 0.06 | 0.05 | 0.05 | 0.06 | 0.05 | 0.09 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.02 | V/C | | 0.05 | V/C | | 0.09 | 0.313 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.09 | RTOG | | 0.09 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.05 | RTOR | | 0.09 | RTOR | | 0.02 | |
| RTC | | 0.22 | RTC | | 0.13 | RTC | | 0.16 | RTC | | 0.10 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.07 | Addl ICU | | -0.09 | Addl ICU | | -0.07 | |
| | | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 167 | 1397 | 259 | 12 | 687 | 81 | 192 | 136 | 118 | 142 | 141 | 53 | Volume |
| 0.05 | 0.27 | 0.15 | 0.00 | 0.13 | 0.05 | 0.06 | 0.04 | 0.07 | 0.04 | 0.04 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.27 | V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.04 | 0.375 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.23 | RTOG | | 0.06 | RTOG | | 0.04 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.06 | RTOR | | 0.14 | RTOR | | 0.00 | |
| RTC | | 0.32 | RTC | | 0.27 | RTC | | 0.16 | RTC | | 0.04 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.22 | Addl ICU | | -0.09 | Addl ICU | | -0.01 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.43 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 424 | 0 | 321 | 0 | 0 | 0 | 0 | 224 | 66 | 180 | 208 | 0 | Volume |
| 0.12 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.05 | 0.06 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.12 | | V/C | 0.00 | | V/C | 0.07 | | V/C | 0.05 | | 0.244 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | -0.12 | | RTOG | 0.07 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.05 | | RTOR | 0.06 | | RTOR | 0.12 | | RTOR | 0.12 | | |
| RTC | 0.16 | | RTC | -0.08 | | RTC | 0.16 | | RTC | 0.21 | | |
| Addl ICU | -0.07 | | Addl ICU | 0.08 | | Addl ICU | -0.16 | | Addl ICU | -0.21 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 345 | 524 | 286 | 62 | 216 | 77 | 139 | 564 | 108 | 266 | 1267 | 216 | Volume |
| 0.10 | 0.10 | 0.08 | 0.02 | 0.06 | 0.05 | 0.04 | 0.08 | 0.06 | 0.08 | 0.25 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.10 | | V/C | 0.06 | | V/C | 0.04 | | V/C | 0.25 | | 0.454 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.15 | | RTOG | 0.06 | | RTOG | 0.21 | | RTOG | 0.25 | | Right Turn Adjustment |
| RTOR | 0.21 | | RTOR | 0.04 | | RTOR | 0.10 | | RTOR | 0.06 | | |
| RTC | 0.30 | | RTC | 0.09 | | RTC | 0.29 | | RTC | 0.30 | | |
| Addl ICU | -0.22 | | Addl ICU | -0.05 | | Addl ICU | -0.22 | | Addl ICU | -0.17 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.50 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 154 | 1410 | 3 | 8 | 559 | 91 | 138 | 4 | 72 | 11 | 29 | 12 | Volume |
| 0.05 | 0.28 | 0.00 | 0.00 | 0.11 | 0.05 | 0.04 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.28 | V/C | | 0.00 | V/C | | 0.04 | V/C | | 0.01 | 0.325 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.28 | RTOG | | 0.23 | RTOG | | 0.04 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.04 | RTOR | | 0.17 | RTOR | | 0.00 | |
| RTC | | 0.31 | RTC | | 0.26 | RTC | | 0.17 | RTC | | 0.01 | |
| Addl ICU | | -0.31 | Addl ICU | | -0.21 | Addl ICU | | -0.17 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 2 | 1 | 1.5 | 0.5 | 1 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 1700 | 3400 | 1700 | 3319 | 81 | 1700 | 1700 | 850 | 850 | Total Saturation |
| 615 | 1127 | 21 | 1 | 503 | 151 | 411 | 10 | 139 | 6 | 1 | 1 | Volume |
| 0.18 | 0.66 | 0.01 | 0.00 | 0.15 | 0.09 | 0.12 | 0.12 | 0.08 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.66 | V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.00 | 0.791 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.66 | RTOG | | 0.48 | RTOG | | 0.12 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.13 | RTOR | | 0.52 | RTOR | | 0.00 | |
| RTC | | 0.67 | RTC | | 0.58 | RTC | | 0.51 | RTC | | 0.00 | |
| Addl ICU | | -0.65 | Addl ICU | | -0.49 | Addl ICU | | -0.43 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.84 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #304 Sand Canyon Ave (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 3400 | 1700 | 3400 | 3400 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 | Total Saturation |
| 0 | 1661 | 58 | 44 | 629 | 0 | 0 | 0 | 0 | 84 | 0 | 114 | Volume |
| 0.00 | 0.49 | 0.03 | 0.01 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.49 | V/C | | 0.01 | V/C | | 0.00 | V/C | | 0.05 | 0.551 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.49 | RTOG | | 0.50 | RTOG | | -0.05 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.32 | RTOR | | 0.01 | |
| RTC | | 0.53 | RTC | | 0.54 | RTC | | 0.19 | RTC | | 0.06 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.54 | Addl ICU | | -0.19 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.61 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 1 | 2 | 2 | 0 | 1.5 | 0.5 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 1700 | 3400 | 3400 | 0 | 3375 | 25 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 1328 | 263 | 220 | 502 | 0 | 405 | 3 | 290 | 0 | 0 | 0 | Volume |
| 0.00 | 0.78 | 0.15 | 0.06 | 0.15 | 0.00 | 0.12 | 0.12 | 0.11 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.78 | V/C | | 0.06 | V/C | | 0.12 | V/C | | 0.00 | 0.966 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.78 | RTOG | | 0.85 | RTOG | | 0.12 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.12 | RTOR | | 0.70 | RTOR | | 0.06 | |
| RTC | | 0.78 | RTC | | 0.94 | RTC | | 0.64 | RTC | | 0.05 | |
| Addl ICU | | -0.63 | Addl ICU | | -0.94 | Addl ICU | | -0.53 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 1.02 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3263 | 137 | 1700 | 3395 | 5 | 1700 | 0 | 1700 | 1700 | 0 | 850 | Total Saturation |
| 7 | 1402 | 59 | 85 | 652 | 1 | 5 | 0 | 3 | 47 | 0 | 64 | Volume |
| 0.00 | 0.43 | 0.43 | 0.05 | 0.19 | 0.19 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.43 | V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.03 | 0.507 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.43 | RTOG | | 0.48 | RTOG | | 0.00 | RTOG | | 0.02 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.29 | RTOR | | 0.05 | |
| RTC | | 0.45 | RTC | | 0.50 | RTC | | 0.22 | RTC | | 0.06 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.30 | Addl ICU | | -0.21 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.57 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 0 | 2 | 1.0 | 1.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 503 | 1197 | 3400 | 1700 | 1700 | Total Saturation |
| 11 | 464 | 7 | 18 | 283 | 32 | 162 | 21 | 50 | 17 | 10 | 165 | Volume |
| 0.01 | 0.09 | 0.00 | 0.01 | 0.08 | 0.02 | 0.05 | 0.04 | 0.04 | 0.01 | 0.01 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.09 | V/C | | 0.01 | V/C | | 0.05 | V/C | | 0.01 | 0.155 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.10 | RTOG | | 0.05 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.05 | RTOR | | 0.02 | RTOR | | 0.01 | |
| RTC | | 0.10 | RTC | | 0.13 | RTC | | 0.06 | RTC | | 0.01 | |
| Addl ICU | | -0.10 | Addl ICU | | -0.11 | Addl ICU | | -0.02 | Addl ICU | | 0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.08 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 24 | 0 | 145 | 0 | 899 | 67 | 51 | 1767 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.04 | 0.00 | 0.18 | 0.04 | 0.03 | 0.35 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.01 | | V/C | 0.00 | | V/C | 0.35 | | 0.361 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.01 | | RTOG | 0.01 | | RTOG | 0.32 | | RTOG | 0.35 | | Right Turn Adjustment |
| RTOR | 0.17 | | RTOR | 0.00 | | RTOR | 0.01 | | RTOR | 0.01 | | |
| RTC | 0.11 | | RTC | 0.01 | | RTC | 0.33 | | RTC | 0.36 | | |
| Addl ICU | -0.11 | | Addl ICU | 0.03 | | Addl ICU | -0.29 | | Addl ICU | -0.36 | | |
| | | 0.00 | | | 0.03 | | | 0.00 | | | 0.03 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.44 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 122 | 0 | 62 | 0 | 0 | 0 | 0 | 721 | 194 | 0 | 1681 | 201 | Volume |
| 0.07 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.00 | 0.49 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.49 | 0.566 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | -0.07 | RTOG | | 0.49 | RTOG | | 0.49 | Right Turn Adjustment |
| RTOR | | 0.28 | RTOR | | 0.00 | RTOR | | 0.07 | RTOR | | 0.07 | |
| RTC | | 0.28 | RTC | | -0.07 | RTC | | 0.55 | RTC | | 0.55 | |
| Addl ICU | | -0.25 | Addl ICU | | 0.07 | Addl ICU | | -0.55 | Addl ICU | | -0.43 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.62 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | f | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 0 | 0 | 0 | 0 | 0 | 5100 | 1700 | 3400 | 5100 | 0 | Total Saturation |
| 556 | 0 | 233 | 0 | 0 | 0 | 0 | 719 | 64 | 142 | 1433 | 0 | Volume |
| 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.14 | 0.04 | 0.04 | 0.28 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.16 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.28 | | 0.445 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.16 | | RTOG | -0.16 | | RTOG | 0.24 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.00 | | RTOR | 0.16 | | RTOR | 0.16 | | |
| RTC | 0.27 | | RTC | -0.16 | | RTC | 0.36 | | RTC | 0.40 | | |
| Addl ICU | -0.27 | | Addl ICU | 0.16 | | Addl ICU | -0.32 | | Addl ICU | -0.40 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | |
| | | | | | | | | | | | 0.49 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5048 | 52 | 1700 | 623 | 1077 | 1700 | 1700 | 1700 | Total Saturation |
| 21 | 796 | 363 | 26 | 390 | 4 | 5 | 37 | 64 | 139 | 15 | 72 | Volume |
| 0.01 | 0.16 | 0.00 | 0.02 | 0.08 | 0.08 | 0.00 | 0.06 | 0.06 | 0.08 | 0.01 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.16 | V/C | | 0.02 | V/C | | 0.06 | V/C | | 0.08 | 0.313 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.16 | RTOG | | 0.06 | RTOG | | 0.14 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.13 | RTOR | | 0.09 | RTOR | | 0.02 | |
| RTC | | 0.22 | RTC | | 0.26 | RTC | | 0.13 | RTC | | 0.15 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.18 | Addl ICU | | -0.07 | Addl ICU | | -0.11 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.36 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5094 | 6 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 8 | 944 | 360 | 60 | 880 | 1 | 18 | 23 | 72 | 281 | 7 | 97 | Volume |
| 0.00 | 0.19 | 0.00 | 0.02 | 0.17 | 0.17 | 0.01 | 0.01 | 0.00 | 0.08 | 0.00 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.19 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.08 | 0.299 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.20 | RTOG | | 0.01 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.09 | RTOR | | 0.03 | RTOR | | 0.02 | |
| RTC | | 0.25 | RTC | | 0.27 | RTC | | 0.04 | RTC | | 0.10 | |
| Addl ICU | | -0.25 | Addl ICU | | -0.09 | Addl ICU | | -0.04 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.35 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2303 | 1097 | Total Saturation |
| 9 | 649 | 341 | 94 | 761 | 384 | 574 | 541 | 5 | 129 | 170 | 81 | Volume |
| 0.01 | 0.13 | 0.00 | 0.03 | 0.15 | 0.00 | 0.17 | 0.16 | 0.00 | 0.04 | 0.07 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.13 | V/C | | 0.15 | V/C | | 0.17 | V/C | | 0.07 | 0.519 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.15 | RTOG | | 0.20 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.17 | RTOR | | 0.01 | RTOR | | 0.03 | |
| RTC | | 0.19 | RTC | | 0.28 | RTC | | 0.21 | RTC | | 0.09 | |
| Addl ICU | | -0.19 | Addl ICU | | -0.28 | Addl ICU | | -0.21 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.57 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 1237 | 3863 | 0 | 0 | 0 | 2550 | 0 | 2550 | Total Saturation |
| 0 | 2379 | 1032 | 0 | 853 | 2664 | 0 | 0 | 0 | 43 | 0 | 234 | Volume |
| 0.00 | 0.47 | 0.00 | 0.00 | 0.69 | 0.69 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.02 | 0.017 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.69 | RTOG | | 0.47 | RTOG | | -0.02 | RTOG | | 0.02 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.70 | RTC | | 0.48 | RTC | | -0.02 | RTC | | 0.02 | |
| Addl ICU | | -0.70 | Addl ICU | | 0.21 | Addl ICU | | 0.02 | Addl ICU | | 0.07 | |
| | | 0.00 | | | 0.21 | | | 0.00 | | | 0.07 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.35 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 4736 | 364 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 1262 | 97 | 0 | 382 | 503 | 2115 | 0 | 183 | 0 | 0 | 0 | Volume |
| 0.00 | 0.27 | 0.27 | 0.00 | 0.07 | 0.00 | 0.41 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.27 | V/C | | 0.00 | V/C | | 0.41 | V/C | | 0.00 | 0.681 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.27 | RTOG | | 0.41 | RTOG | | -0.41 | Right Turn Adjustment |
| RTOR | | 0.41 | RTOR | | 0.41 | RTOR | | 0.19 | RTOR | | 0.00 | |
| RTC | | 0.58 | RTC | | 0.58 | RTC | | 0.56 | RTC | | -0.41 | |
| Addl ICU | | -0.31 | Addl ICU | | -0.58 | Addl ICU | | -0.45 | Addl ICU | | 0.41 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.73 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1133 | 567 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 50 | 4 | 2 | 9 | 3 | 25 | 25 | 275 | 87 | 7 | 149 | 13 | Volume |
| 0.03 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.16 | 0.05 | 0.00 | 0.09 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.00 | V/C | | 0.16 | V/C | | 0.00 | 0.197 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.00 | RTOG | | 0.16 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.03 | RTC | | 0.06 | RTC | | 0.18 | RTC | | 0.17 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.05 | Addl ICU | | -0.13 | Addl ICU | | -0.16 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.25 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.05 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 1700 | 0 | 0 | 3400 | 1700 | 3400 | 1700 | 1700 | 3378 | 22 | Total Saturation |
| 55 | 0 | 21 | 0 | 0 | 1 | 2 | 256 | 57 | 9 | 151 | 1 | Volume |
| 0.02 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.03 | 0.01 | 0.04 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.00 | V/C | | 0.08 | V/C | | 0.01 | 0.097 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.00 | RTOG | | 0.08 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.04 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.02 | RTC | | 0.03 | RTC | | 0.09 | RTC | | 0.09 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.03 | Addl ICU | | -0.05 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.15 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 3 | 0 | 0 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 5100 | 0 | 0 | 5100 | 1700 | Total Saturation |
| 0 | 0 | 0 | 26 | 0 | 36 | 73 | 652 | 0 | 0 | 1721 | 95 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | 0.04 | 0.13 | 0.00 | 0.00 | 0.34 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.01 | | V/C | 0.04 | | V/C | 0.34 | | 0.388 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.01 | | RTOG | 0.01 | | RTOG | 0.38 | | RTOG | 0.34 | | Right Turn Adjustment |
| RTOR | 0.25 | | RTOR | 0.04 | | RTOR | 0.01 | | RTOR | 0.01 | | |
| RTC | 0.18 | | RTC | 0.04 | | RTC | 0.39 | | RTC | 0.34 | | |
| Addl ICU | -0.18 | | Addl ICU | -0.02 | | Addl ICU | -0.39 | | Addl ICU | -0.29 | | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.44 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2013 No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 0.0 | 1 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2013 – WITH PROJECT
2011 APPROVED PROJECT
AM PEAK HOUR**

IUSD High School #5 TIA
Year 2013 With Project
2011 Approved Project

Impact Analysis Report
Level Of Service

| Intersection | LOS | Base | | LOS | Future | | Change in | |
|-------------------------------------|-----|-------------|---------|-----|-------------|---------|--------------|-----|
| | | Del/ Veh | V/ C | | Del/ Veh | V/ C | | |
| # 1 "B" St & Driveway 1 | A | 9.1 | 0.019 | A | 9.1 | 0.019 | + 0.000 | D/V |
| # 2 "B" St & Driveway 2 | A | 9.0 | 0.076 | A | 9.0 | 0.076 | + 0.000 | D/V |
| # 3 Driveway 3 & "LQ" St | A | 9.0 | 0.038 | A | 9.0 | 0.038 | + 0.000 | D/V |
| # 4 Driveway 4 & "LQ" St | A | 9.8 | 0.052 | A | 9.8 | 0.052 | + 0.000 | D/V |
| # 5 "LQ" St & Driveway 5 | A | 9.0 | 0.072 | A | 9.0 | 0.072 | + 0.000 | D/V |
| # 6 "LQ" St & Driveway 6 | B | 10.4 | 0.194 | B | 10.4 | 0.194 | + 0.000 | D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 | D/V |
| #282 Jeffrey Rd & Portola Pkwy | A | xxxxxx | 0.471 | A | xxxxxx | 0.471 | + 0.000 | V/C |
| #283 Jeffrey Rd & Irvine Blvd | A | xxxxxx | 0.475 | A | xxxxxx | 0.475 | + 0.000 | V/C |
| #284 Jeffrey Rd & Bryan Ave | A | xxxxxx | 0.523 | A | xxxxxx | 0.523 | + 0.000 | V/C |
| #285 Jeffrey Rd & Trabuco Rd | A | xxxxxx | 0.468 | A | xxxxxx | 0.468 | + 0.000 | V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx | 0.284 | A | xxxxxx | 0.284 | + 0.000 | V/C |
| #301 Sand Canyon Ave & Irvine Blvd | A | xxxxxx | 0.574 | A | xxxxxx | 0.574 | + 0.000 | V/C |
| #302 Sand Canyon Ave & Trabuco Rd | A | xxxxxx | 0.429 | A | xxxxxx | 0.429 | + 0.000 | V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | B | 17.6 | 0.667 | B | 17.6 | 0.667 | + 0.000 | D/V |
| #304 Sand Canyon Ave & Marine Wy | A | xxxxxx | 0.595 | A | xxxxxx | 0.595 | + 0.000 | V/C |
| #305 Sand Canyon Ave & I-5 SB Ramps | C | 22.6 | 0.705 | C | 22.6 | 0.705 | + 0.000 | D/V |
| #306 Sand Canyon Ave & Oak Canyon R | A | xxxxxx | 0.251 | A | xxxxxx | 0.251 | + 0.000 | V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 13.0 | 0.457 | B | 13.0 | 0.457 | + 0.000 | D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | A | 2.3 | 0.538 | A | 2.3 | 0.538 | + 0.000 | D/V |
| #338 Alton Pkwy & Irvine Blvd | A | xxxxxx | 0.496 | A | xxxxxx | 0.496 | + 0.000 | V/C |
| #339 Alton Pkwy & Toledo Wy | A | xxxxxx | 0.390 | A | xxxxxx | 0.390 | + 0.000 | V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx | 0.365 | A | xxxxxx | 0.365 | + 0.000 | V/C |

 IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|--------------|-------------|--------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #341 Alton Pkwy & Barranca Pkwy | A | xxxxxx 0.463 | A | xxxxxx 0.463 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | B | 14.5 0.864 | B | 14.5 0.864 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | B | 11.9 0.611 | B | 11.9 0.611 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | C | xxxxxx 0.705 | C | xxxxxx 0.705 | + 0.000 V/C |
| #556 Ridge Valley & Portola Pkwy | A | xxxxxx 0.270 | A | xxxxxx 0.270 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | F | 679.7 2.334 | F | 679.7 2.334 | + 0.000 D/V |
| #571 Portola Springs & Portola Pkwy | A | xxxxxx 0.181 | A | xxxxxx 0.181 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | A | xxxxxx 0.475 | A | xxxxxx 0.475 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | F | OVRFL 3.695 | F | OVRFL 3.695 | + 0.000 D/V |

 IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|--------------------------------------|-------------------------|---------------------------|
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #563 "B" St & Irvine Blvd | Yes / Yes | ??? / ??? |
| #800 "A-02" St/"LQ" St & Irvine Blvd | Yes / Yes | ??? / ??? |

IUSD High School #5 TIA
Year 2013 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Delay.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=17]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=397]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

 IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|---|------------|---|---|---|------------|---|---|---|---|---|----|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 157 | 0 | 0 | 0 | 0 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 |
| Major Street Volume: | | | | | 380 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 17 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 477 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Year 2013 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Delay.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=379]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|-----|-----|---|------------|---|---|---|------------|---|---|---|---|---|---|----|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 140 | | 0 | 111 | 111 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 17 |
| Major Street Volume: | | | | | 362 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 17 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 635 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

 Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | | 37 | 74 | 0 | | | 0 | 105 | 37 | | |
| ApproachDel: | xxxxxx | | | | 9.0 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=35]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=288]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | | 37 | 74 | 0 | | | 0 | 105 | 37 | | |
| Major Street Volume: | | | | | 253 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 35 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 758 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Year 2013 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Lanes, Final Volume, and Approach Delay.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=34]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=269]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|----|---|----|--------------|----|----|---|--------------|---|---|---|-----|----|----|----|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 17 | 17 | 17 | 74 | 0 | 0 | 0 | 0 | 0 | 124 | 37 | 37 | 37 |
| Major Street Volume: | | | | | 235 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 34 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 784 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, FinalVolume, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=70]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=179]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|---|---|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 17 | | 0 | 0 | | 92 | | 0 | 0 | | 0 | | 70 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 109 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 70 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 811 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, FinalVolume, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=174]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=451]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|-----|-----|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 17 | | 0 | 0 | | 74 | | 186 | 157 | | 0 | | 17 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | | | | | | | 277 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 174 | | | | | | | | | |
| Minor Approach Volume Threshold: | 926 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 175 | 0 | 0 | 260 | 260 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|---|---|-----|------------|-----|-----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 175 | | 0 | 0 | | 260 | | 260 | 0 | | 0 | | 0 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | | | | | | | 695 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 0 | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | 410 | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

Intersection #563 "B" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, FinalVolume, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=33.0]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=175]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2896]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #563 "B" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------------------------|---|---|---|-------------|---|---|---|--------------|---|------|------|--------------|-----|---|---|------|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 0 |
| FinalVolume: | 161 | | 0 | | 14 | 0 | | 0 | | 0 | 0 | 1467 | | 215 | | 7 | 1032 | | 0 | |
| Major Street Volume: | | | | | | | | | | | 2721 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 175 | | | | | | | | | |
| Minor Approach Volume Threshold: | -56 [less than minimum of 150] | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Lanes, FinalVolume, and ApproachDel.

Approach[northbound][lanes=3][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=60.6]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=175]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2593]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=22]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2593]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Year 2013 With Project
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | |
|----------------------------------|-------------------------------|---|----|-------------|----|---|--------------|------|-----|--------------|-----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| FinalVolume: | 154 | 7 | 14 | 0 | 22 | 0 | 0 | 1013 | 468 | 30 | 885 | 0 | | | | |
| Major Street Volume: | 2396 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 175 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | -2 [less than minimum of 150] | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows including Critical Gp and FollowUpTim.

Capacity Module table with 12 columns and 4 rows including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 8 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: A[9.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustment factors for each approach.

Critical Gap Module table with 12 columns showing critical gap and follow-up time for each approach.

Capacity Module table with 12 columns showing conflict volume, potential capacity, and volume/capacity ratio.

Level of Service Module table with 12 columns showing delay, LOS, and approach delay for each approach.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[9.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustments for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns showing critical gap and follow-up time values.

Capacity Module table with 12 columns showing conflict volume, potential capacity, move capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: A[9.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module: Table with 12 columns for gap components. Rows include Critical Gp and FollowUpTim.

Capacity Module: Table with 12 columns for capacity components. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns for LOS components. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: A[9.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes (0 0 1 0 0).

Volume Module table with 12 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows for Critical Gap and FollowUpTime.

Capacity Module table with 12 columns and 4 rows for Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 8 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[10.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustments for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns showing critical gap and follow-up time values.

Capacity Module table with 12 columns showing conflict volume, potent capacity, move capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns showing delay, LOS by movement, shared capacity, and shared queue values.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 7 rows of volume-related metrics.

Critical Gap Module table with 12 columns and 2 rows of critical gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity-related metrics.

Level of Service Module table with 12 columns and 10 rows of level of service and delay data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 rows and 13 columns. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 5 rows and 13 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 2 rows and 13 columns. Rows include Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.475
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume and adjustment factors.

Saturation Flow Module table with 12 columns for saturation and adjustment factors.

Capacity Analysis Module table with 12 columns for volume and critical moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.284
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 17 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns for different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes. Includes data for protected movements and lane configurations.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume for each movement.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat. for each movement.

Capacity Analysis Module table showing Vol/Sat, Crit Moves for each movement.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.429
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 21 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 61 | 469 | 11 | 10 | 1563 | 167 | 183 | 7 | 195 | 9 | 2 | 8 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 61 | 469 | 11 | 10 | 1563 | 167 | 183 | 7 | 195 | 9 | 2 | 8 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 61 | 469 | 0 | 10 | 1563 | 167 | 183 | 7 | 0 | 9 | 2 | 8 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 61 | 469 | 0 | 10 | 1563 | 167 | 183 | 7 | 0 | 9 | 2 | 8 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 61 | 469 | 0 | 10 | 1563 | 167 | 183 | 7 | 0 | 9 | 2 | 8 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.09 | 0.00 | 0.00 | 0.31 | 0.10 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 0 Average Delay (sec/veh): 17.6
Optimal Cycle: 68 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Sand Canyon Ave & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 0 Average Delay (sec/veh): 22.6
Optimal Cycle: 77 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes. Includes values for Protected, Include, and various timing parameters.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Values are provided for each of the four approaches.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. Values are provided for each of the four approaches.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Values are provided for each of the four approaches.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.251
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 0 Average Delay (sec/veh): 13.0
Optimal Cycle: 42 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 0 Average Delay (sec/veh): 2.3
Optimal Cycle: 49 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis factors like Vol/Sat, Crit Moves.

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ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns representing different volume and adjustment factors.

Saturation Flow Module table with 13 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns representing capacity and critical moves.

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ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes. Rows include Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves. Rows include Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.864
Loss Time (sec): 0 Average Delay (sec/veh): 14.5
Optimal Cycle: 168 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 0 Average Delay (sec/veh): 11.9
Optimal Cycle: 59 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves.

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ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.270
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Average Delay (sec/veh): 41.1 Worst Case Level Of Service: F[679.7]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) across four directions.

Critical Gap Module: Table with 12 columns for critical gap and follow-up time across four directions.

Capacity Module: Table with 12 columns for capacity-related metrics (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) across four directions.

Level of Service Module: Table with 12 columns for LOS metrics (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) across four directions.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.181
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 15 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.475
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Average Delay (sec/veh): 86.6 Worst Case Level Of Service: F[1247.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, and Lanes.

Volume Module table with 12 columns for traffic volume and 12 columns for adjustment factors (Growth Adj, Initial Bse, User Adj, PHF Adj, Reduct Vol, Final Volume).

Critical Gap Module table with 12 columns for critical gap and follow-up time values.

Capacity Module table with 12 columns for conflict volume, potential capacity, move capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns for delay, LOS, and approach delay values.

Note: Queue reported is the number of cars per lane.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 157 | 0 | 0 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | Volume |
| 0.00 | 0.09 | 0.00 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.00 | 0.131 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.13 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | |
| RTC | | 0.13 | RTC | | 0.13 | RTC | | 0.00 | RTC | | 0.03 | |
| Addl ICU | | -0.13 | Addl ICU | | -0.13 | Addl ICU | | 0.00 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.18 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 850 | Total Saturation |
| 0 | 140 | 0 | 111 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | Volume |
| 0.00 | 0.08 | 0.00 | 0.07 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.00 | 0.148 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | 0.15 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.07 | |
| RTC | | 0.08 | RTC | | 0.15 | RTC | | 0.06 | RTC | | 0.05 | |
| Addl ICU | | -0.08 | Addl ICU | | -0.15 | Addl ICU | | -0.06 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.20 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1257 | 443 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 35 | 37 | 74 | 0 | 0 | 105 | 37 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.02 | 0.04 | 0.00 | 0.00 | 0.08 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.02 | V/C | | 0.08 | 0.105 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.11 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.05 | RTC | | 0.02 | RTC | | 0.11 | RTC | | 0.08 | |
| Addl ICU | | -0.05 | Addl ICU | | 0.00 | Addl ICU | | -0.11 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.16 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 0 | 0 | 0 | 1309 | 391 | Total Saturation |
| 0 | 0 | 0 | 17 | 0 | 17 | 74 | 0 | 0 | 0 | 124 | 37 | Volume |
| 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.02 | 0.04 | 0.00 | 0.00 | 0.00 | 0.09 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.02 | V/C | | 0.04 | V/C | | 0.09 | 0.158 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.02 | RTOG | | 0.02 | RTOG | | 0.14 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.04 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.08 | RTC | | 0.05 | RTC | | 0.15 | RTC | | 0.11 | |
| Addl ICU | | -0.08 | Addl ICU | | -0.03 | Addl ICU | | -0.15 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.21 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 17 | 0 | 0 | 92 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | 0.054 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.05 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | |
| RTC | | 0.05 | RTC | | 0.05 | RTC | | 0.00 | RTC | | 0.03 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.05 | Addl ICU | | 0.04 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.04 | | | 0.00 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.15 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 484 | 1216 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 17 | 0 | 0 | 74 | 186 | 157 | 0 | 17 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.15 | 0.15 | 0.09 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.15 | V/C | | 0.09 | V/C | | 0.00 | 0.245 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.15 | RTOG | | 0.09 | RTOG | | -0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.00 | RTOR | | 0.14 | |
| RTC | | 0.22 | RTC | | 0.22 | RTC | | 0.09 | RTC | | 0.01 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.07 | Addl ICU | | -0.08 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.30 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 175 | 0 | 0 | 260 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.10 | 0.00 | 0.00 | 0.15 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.15 | V/C | | 0.00 | V/C | | 0.00 | 0.153 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.15 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.05 | |
| RTC | | 0.15 | RTC | | 0.15 | RTC | | 0.00 | RTC | | 0.04 | |
| Addl ICU | | -0.15 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.20 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 436 | 37 | 24 | 40 | 28 | 9 | 17 | 383 | 445 | 51 | 317 | 37 | Volume |
| 0.13 | 0.02 | 0.00 | 0.02 | 0.02 | 0.01 | 0.01 | 0.11 | 0.26 | 0.02 | 0.09 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.13 | | V/C | 0.02 | | V/C | 0.11 | | V/C | 0.02 | | 0.272 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.02 | | RTOG | 0.11 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.02 | | RTOR | 0.03 | | RTOR | 0.13 | | RTOR | 0.12 | | |
| RTC | 0.13 | | RTC | 0.04 | | RTC | 0.21 | | RTC | 0.21 | | |
| Addl ICU | -0.13 | | Addl ICU | -0.04 | | Addl ICU | 0.05 | | Addl ICU | -0.19 | | |
| | 0.00 | | | 0.00 | | | 0.05 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 0 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 4050 | 1050 | 3400 | 3400 | 1700 | Total Saturation |
| 146 | 351 | 237 | 166 | 287 | 9 | 37 | 818 | 212 | 289 | 1009 | 115 | Volume |
| 0.04 | 0.07 | 0.00 | 0.05 | 0.06 | 0.01 | 0.01 | 0.20 | 0.20 | 0.09 | 0.30 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.05 | V/C | | 0.01 | V/C | | 0.30 | 0.425 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.07 | RTOG | | 0.22 | RTOG | | 0.30 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.01 | RTOR | | 0.06 | RTOR | | 0.05 | |
| RTC | | 0.15 | RTC | | 0.08 | RTC | | 0.27 | RTC | | 0.33 | |
| Addl ICU | | -0.15 | Addl ICU | | -0.08 | Addl ICU | | -0.07 | Addl ICU | | -0.27 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.48 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 1700 | 1700 | Total Saturation |
| 100 | 384 | 102 | 44 | 664 | 87 | 228 | 148 | 174 | 411 | 194 | 110 | Volume |
| 0.03 | 0.08 | 0.06 | 0.01 | 0.13 | 0.05 | 0.13 | 0.04 | 0.10 | 0.12 | 0.11 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.03 | | V/C | 0.13 | | V/C | 0.13 | | V/C | 0.11 | | 0.408 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.15 | | RTOG | 0.13 | | RTOG | 0.13 | | RTOG | 0.11 | | Right Turn Adjustment |
| RTOR | 0.20 | | RTOR | 0.13 | | RTOR | 0.03 | | RTOR | 0.08 | | |
| RTC | 0.30 | | RTC | 0.23 | | RTC | 0.15 | | RTC | 0.18 | | |
| Addl ICU | -0.24 | | Addl ICU | -0.18 | | Addl ICU | -0.05 | | Addl ICU | -0.11 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.46 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 89 | 474 | 81 | 37 | 1177 | 187 | 140 | 147 | 165 | 218 | 214 | 16 | Volume |
| 0.03 | 0.09 | 0.05 | 0.01 | 0.23 | 0.11 | 0.04 | 0.04 | 0.10 | 0.06 | 0.06 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.23 | | V/C | 0.04 | | V/C | 0.06 | | 0.364 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.25 | | RTOG | 0.23 | | RTOG | 0.04 | | RTOG | 0.07 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.04 | | RTOR | 0.03 | | RTOR | 0.16 | | |
| RTC | 0.29 | | RTC | 0.26 | | RTC | 0.06 | | RTC | 0.19 | | |
| Addl ICU | -0.25 | | Addl ICU | -0.15 | | Addl ICU | 0.03 | | Addl ICU | -0.18 | | |
| | 0.00 | | | 0.00 | | | 0.03 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.45 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 133 | 0 | 194 | 0 | 0 | 0 | 0 | 166 | 313 | 436 | 321 | 0 | Volume |
| 0.04 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.13 | 0.09 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.04 | | V/C | 0.00 | | V/C | 0.05 | | V/C | 0.13 | | 0.216 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | -0.04 | | RTOG | 0.05 | | RTOG | 0.18 | | Right Turn Adjustment |
| RTOR | 0.13 | | RTOR | 0.08 | | RTOR | 0.04 | | RTOR | 0.04 | | |
| RTC | 0.14 | | RTC | 0.02 | | RTC | 0.08 | | RTC | 0.21 | | |
| Addl ICU | -0.08 | | Addl ICU | -0.02 | | Addl ICU | -0.08 | | Addl ICU | -0.21 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 117 | 251 | 443 | 318 | 608 | 122 | 89 | 1071 | 201 | 485 | 950 | 105 | Volume |
| 0.03 | 0.05 | 0.13 | 0.09 | 0.18 | 0.07 | 0.03 | 0.16 | 0.12 | 0.14 | 0.19 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.18 | | V/C | 0.16 | | V/C | 0.14 | | 0.513 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.18 | | RTOG | 0.16 | | RTOG | 0.27 | | |
| RTOR | 0.14 | | RTOR | 0.11 | | RTOR | 0.03 | | RTOR | 0.16 | | |
| RTC | 0.23 | | RTC | 0.26 | | RTC | 0.18 | | RTC | 0.40 | | |
| Addl ICU | -0.10 | | Addl ICU | -0.19 | | Addl ICU | -0.07 | | Addl ICU | -0.34 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.56 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 61 | 469 | 11 | 10 | 1563 | 167 | 183 | 7 | 195 | 9 | 2 | 8 | Volume |
| 0.02 | 0.09 | 0.00 | 0.00 | 0.31 | 0.10 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.02 | V/C | | 0.31 | V/C | | 0.05 | V/C | | 0.00 | 0.379 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.32 | RTOG | | 0.31 | RTOG | | 0.05 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.02 | RTOR | | 0.23 | |
| RTC | | 0.36 | RTC | | 0.35 | RTC | | 0.07 | RTC | | 0.17 | |
| Addl ICU | | -0.36 | Addl ICU | | -0.25 | Addl ICU | | -0.07 | Addl ICU | | -0.17 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.43 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 2 | 1 | 1.5 | 0.5 | 1 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 1700 | 3400 | 1700 | 3027 | 373 | 1700 | 1700 | 1360 | 340 | Total Saturation |
| 171 | 403 | 12 | 2 | 1476 | 305 | 130 | 16 | 331 | 8 | 4 | 1 | Volume |
| 0.05 | 0.24 | 0.01 | 0.00 | 0.43 | 0.18 | 0.04 | 0.04 | 0.19 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.05 | | V/C | 0.43 | | V/C | 0.04 | | V/C | 0.00 | | 0.532 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.48 | | RTOG | 0.43 | | RTOG | 0.04 | | RTOG | 0.00 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.04 | | RTOR | 0.05 | | RTOR | 0.25 | | |
| RTC | 0.49 | | RTC | 0.47 | | RTC | 0.08 | | RTC | 0.19 | | |
| Addl ICU | -0.48 | | Addl ICU | -0.29 | | Addl ICU | 0.11 | | Addl ICU | -0.19 | | |
| | 0.00 | | | 0.00 | | | 0.11 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #304 Sand Canyon Ave (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 3400 | 1700 | 3400 | 3400 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 | Total Saturation |
| 0 | 556 | 111 | 82 | 1754 | 0 | 0 | 0 | 0 | 49 | 0 | 53 | Volume |
| 0.00 | 0.16 | 0.07 | 0.02 | 0.52 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.52 | V/C | | 0.00 | V/C | | 0.03 | 0.545 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.49 | RTOG | | 0.52 | RTOG | | -0.03 | RTOG | | 0.03 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.00 | RTOR | | 0.35 | |
| RTC | | 0.51 | RTC | | 0.54 | RTC | | -0.03 | RTC | | 0.29 | |
| Addl ICU | | -0.45 | Addl ICU | | -0.54 | Addl ICU | | 0.03 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.59 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 1 | 2 | 2 | 0 | 1.5 | 0.5 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 1700 | 3400 | 3400 | 0 | 3375 | 25 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 387 | 83 | 448 | 1331 | 0 | 269 | 2 | 818 | 0 | 0 | 0 | Volume |
| 0.00 | 0.23 | 0.05 | 0.13 | 0.39 | 0.00 | 0.08 | 0.08 | 0.32 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.39 | V/C | | 0.08 | V/C | | 0.00 | 0.471 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.26 | RTOG | | 0.39 | RTOG | | 0.08 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.00 | RTOR | | 0.16 | |
| RTC | | 0.26 | RTC | | 0.45 | RTC | | 0.08 | RTC | | 0.12 | |
| Addl ICU | | -0.21 | Addl ICU | | -0.45 | Addl ICU | | 0.24 | Addl ICU | | -0.12 | |
| | | 0.00 | | | 0.00 | | | 0.24 | | | 0.00 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | | 0.76 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3112 | 288 | 1700 | 3395 | 5 | 1700 | 1700 | 0 | 1671 | 29 | 850 | Total Saturation |
| 5 | 443 | 41 | 88 | 1990 | 3 | 5 | 1 | 0 | 58 | 1 | 48 | Volume |
| 0.00 | 0.14 | 0.14 | 0.05 | 0.59 | 0.59 | 0.00 | 0.00 | 0.00 | 0.03 | 0.03 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.59 | | V/C | 0.00 | | V/C | 0.03 | | 0.627 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.54 | | RTOG | 0.59 | | RTOG | 0.00 | | RTOG | 0.03 | | Right Turn Adjustment |
| RTOR | 0.04 | | RTOR | 0.00 | | RTOR | 0.00 | | RTOR | 0.45 | | |
| RTC | 0.57 | | RTC | 0.59 | | RTC | 0.01 | | RTC | 0.37 | | |
| Addl ICU | -0.42 | | Addl ICU | 0.00 | | Addl ICU | -0.01 | | Addl ICU | -0.31 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 0 | 2 | 1.0 | 1.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 956 | 744 | 3400 | 1700 | 1700 | Total Saturation |
| 29 | 213 | 8 | 134 | 708 | 162 | 20 | 9 | 7 | 4 | 12 | 5 | Volume |
| 0.02 | 0.04 | 0.00 | 0.08 | 0.21 | 0.10 | 0.01 | 0.01 | 0.01 | 0.00 | 0.01 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.02 | | V/C | 0.21 | | V/C | 0.01 | | V/C | 0.01 | | 0.238 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.15 | | RTOG | 0.21 | | RTOG | 0.01 | | RTOG | 0.01 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.01 | | RTOR | 0.02 | | RTOR | 0.18 | | |
| RTC | 0.15 | | RTC | 0.21 | | RTC | 0.02 | | RTC | 0.14 | | |
| Addl ICU | -0.14 | | Addl ICU | -0.12 | | Addl ICU | -0.02 | | Addl ICU | -0.14 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.29 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 207 | 0 | 320 | 0 | 1681 | 187 | 123 | 1117 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.09 | 0.00 | 0.33 | 0.11 | 0.07 | 0.22 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.33 | V/C | | 0.07 | 0.524 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.12 | RTOG | | 0.12 | RTOG | | 0.33 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.18 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | -0.07 | RTC | | 0.26 | RTC | | 0.42 | RTC | | 0.49 | |
| Addl ICU | | 0.07 | Addl ICU | | -0.16 | Addl ICU | | -0.31 | Addl ICU | | -0.49 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.57 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 35 | 0 | 74 | 0 | 0 | 0 | 0 | 1775 | 108 | 0 | 1206 | 36 | Volume |
| 0.02 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.52 | 0.00 | 0.00 | 0.35 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.02 | | V/C | 0.00 | | V/C | 0.52 | | V/C | 0.00 | | 0.543 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.02 | | RTOG | -0.02 | | RTOG | 0.52 | | RTOG | 0.52 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.17 | | RTOR | 0.02 | | RTOR | 0.02 | | |
| RTC | 0.02 | | RTC | 0.10 | | RTC | 0.54 | | RTC | 0.54 | | |
| Addl ICU | 0.02 | | Addl ICU | -0.10 | | Addl ICU | -0.54 | | Addl ICU | -0.52 | | |
| | 0.02 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.62 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | f | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 0 | 0 | 0 | 0 | 0 | 5100 | 1700 | 3400 | 5100 | 0 | Total Saturation |
| 105 | 0 | 105 | 0 | 0 | 0 | 0 | 1002 | 518 | 377 | 885 | 0 | Volume |
| 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.30 | 0.11 | 0.17 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.00 | V/C | | 0.20 | V/C | | 0.11 | 0.338 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | -0.03 | RTOG | | 0.20 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.13 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.11 | RTC | | 0.07 | RTC | | 0.22 | RTC | | 0.33 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.07 | Addl ICU | | 0.09 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.00 | | | 0.09 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.47 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5028 | 72 | 1700 | 262 | 1438 | 1700 | 1700 | 1700 | Total Saturation |
| 52 | 436 | 145 | 46 | 696 | 10 | 1 | 4 | 22 | 264 | 47 | 114 | Volume |
| 0.03 | 0.09 | 0.00 | 0.03 | 0.14 | 0.14 | 0.00 | 0.02 | 0.02 | 0.16 | 0.03 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.14 | V/C | | 0.02 | V/C | | 0.16 | 0.340 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.14 | RTOG | | 0.14 | RTOG | | 0.02 | RTOG | | 0.17 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.14 | RTOR | | 0.03 | RTOR | | 0.08 | |
| RTC | | 0.26 | RTC | | 0.25 | RTC | | 0.04 | RTC | | 0.23 | |
| Addl ICU | | -0.26 | Addl ICU | | -0.11 | Addl ICU | | -0.02 | Addl ICU | | -0.17 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.39 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 4940 | 160 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 89 | 987 | 272 | 74 | 771 | 25 | 5 | 2 | 9 | 358 | 29 | 96 | Volume |
| 0.05 | 0.19 | 0.00 | 0.02 | 0.16 | 0.16 | 0.00 | 0.00 | 0.00 | 0.11 | 0.02 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.19 | V/C | | 0.02 | V/C | | 0.00 | V/C | | 0.11 | 0.322 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.16 | RTOG | | 0.00 | RTOG | | 0.10 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.09 | RTOR | | 0.06 | RTOR | | 0.02 | |
| RTC | | 0.27 | RTC | | 0.23 | RTC | | 0.05 | RTC | | 0.12 | |
| Addl ICU | | -0.27 | Addl ICU | | -0.07 | Addl ICU | | -0.05 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.37 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2783 | 617 | Total Saturation |
| 9 | 947 | 171 | 66 | 575 | 487 | 305 | 134 | 6 | 200 | 329 | 73 | Volume |
| 0.01 | 0.19 | 0.00 | 0.02 | 0.11 | 0.00 | 0.09 | 0.04 | 0.00 | 0.06 | 0.12 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.19 | V/C | | 0.02 | V/C | | 0.09 | V/C | | 0.12 | 0.413 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.20 | RTOG | | 0.15 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.02 | |
| RTC | | 0.31 | RTC | | 0.27 | RTC | | 0.22 | RTC | | 0.13 | |
| Addl ICU | | -0.31 | Addl ICU | | -0.27 | Addl ICU | | -0.21 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.46 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 965 | 4135 | 0 | 0 | 0 | 2550 | 0 | 2550 | Total Saturation |
| 0 | 2914 | 311 | 0 | 416 | 1782 | 0 | 0 | 0 | 150 | 0 | 714 | Volume |
| 0.00 | 0.57 | 0.00 | 0.00 | 0.43 | 0.43 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.28 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.57 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.06 | 0.630 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.57 | RTOG | | 0.57 | RTOG | | -0.06 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.06 | RTOR | | 0.14 | RTOR | | 0.00 | |
| RTC | | 0.62 | RTC | | 0.62 | RTC | | 0.05 | RTC | | 0.06 | |
| Addl ICU | | -0.62 | Addl ICU | | -0.18 | Addl ICU | | -0.05 | Addl ICU | | 0.22 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.22 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.90 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 4915 | 185 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 479 | 18 | 0 | 384 | 192 | 2702 | 0 | 525 | 0 | 0 | 0 | Volume |
| 0.00 | 0.10 | 0.10 | 0.00 | 0.08 | 0.00 | 0.53 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.10 | V/C | | 0.00 | V/C | | 0.53 | V/C | | 0.00 | 0.627 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.10 | RTOG | | 0.53 | RTOG | | -0.53 | Right Turn Adjustment |
| RTOR | | 0.53 | RTOR | | 0.53 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.49 | RTC | | 0.49 | RTC | | 0.55 | RTC | | -0.53 | |
| Addl ICU | | -0.40 | Addl ICU | | -0.49 | Addl ICU | | -0.24 | Addl ICU | | 0.53 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1457 | 243 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 150 | 6 | 1 | 24 | 10 | 27 | 33 | 215 | 36 | 7 | 312 | 16 | Volume |
| 0.09 | 0.00 | 0.00 | 0.01 | 0.01 | 0.02 | 0.02 | 0.13 | 0.02 | 0.00 | 0.18 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.09 | | V/C | 0.01 | | V/C | 0.02 | | V/C | 0.18 | | 0.297 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.08 | | RTOG | 0.01 | | RTOG | 0.20 | | RTOG | 0.18 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.02 | | RTOR | 0.09 | | RTOR | 0.09 | | |
| RTC | 0.14 | | RTC | 0.02 | | RTC | 0.27 | | RTC | 0.25 | | |
| Addl ICU | -0.13 | | Addl ICU | 0.00 | | Addl ICU | -0.24 | | Addl ICU | -0.24 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.35 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 161 | 0 | 14 | 0 | 0 | 0 | 0 | 1467 | 215 | 7 | 1032 | 0 | Volume |
| 0.09 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 | 0.13 | 0.00 | 0.20 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.09 | V/C | | 0.00 | V/C | | 0.29 | V/C | | 0.00 | 0.386 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | -0.09 | RTOG | | 0.29 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.09 | |
| RTC | | 0.10 | RTC | | -0.03 | RTC | | 0.36 | RTC | | 0.36 | |
| Addl ICU | | -0.09 | Addl ICU | | 0.03 | Addl ICU | | -0.23 | Addl ICU | | -0.36 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.44 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 0 | 1275 | 2125 | 1700 | 3400 | 1700 | 1700 | 3357 | 43 | Total Saturation |
| 49 | 8 | 19 | 0 | 9 | 15 | 33 | 109 | 94 | 17 | 309 | 4 | Volume |
| 0.01 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.02 | 0.03 | 0.06 | 0.01 | 0.09 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.01 | V/C | | 0.01 | V/C | | 0.02 | V/C | | 0.09 | 0.133 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.01 | RTOG | | 0.10 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.02 | RTOR | | 0.01 | RTOR | | 0.02 | |
| RTC | | 0.08 | RTC | | 0.02 | RTC | | 0.11 | RTC | | 0.10 | |
| Addl ICU | | -0.07 | Addl ICU | | -0.01 | Addl ICU | | -0.06 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.18 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 3 | 0 | 0 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 5100 | 0 | 44 | 5056 | 1700 | Total Saturation |
| 0 | 0 | 30 | 167 | 0 | 123 | 22 | 1796 | 0 | 10 | 1162 | 31 | Volume |
| 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.07 | 0.01 | 0.35 | 0.00 | 0.23 | 0.23 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.35 | V/C | | 0.23 | 0.631 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.05 | RTOG | | 0.35 | RTOG | | 0.57 | Right Turn Adjustment |
| RTOR | | 0.23 | RTOR | | 0.35 | RTOR | | 0.05 | RTOR | | 0.05 | |
| RTC | | 0.17 | RTC | | 0.31 | RTC | | 0.39 | RTC | | 0.61 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.24 | Addl ICU | | -0.39 | Addl ICU | | -0.59 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.68 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 0.0 | 1 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 3400 | 5100 | 0 | Total Saturation |
| 154 | 7 | 14 | 0 | 22 | 0 | 0 | 1013 | 468 | 30 | 885 | 0 | Volume |
| 0.09 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.28 | 0.01 | 0.17 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.09 | | V/C | 0.00 | | V/C | 0.20 | | V/C | 0.01 | | 0.298 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.09 | | RTOG | 0.00 | | RTOG | 0.20 | | RTOG | 0.21 | | Right Turn Adjustment |
| RTOR | 0.01 | | RTOR | 0.03 | | RTOR | 0.09 | | RTOR | 0.09 | | |
| RTC | 0.10 | | RTC | 0.03 | | RTC | 0.27 | | RTC | 0.27 | | |
| Addl ICU | -0.09 | | Addl ICU | -0.03 | | Addl ICU | 0.01 | | Addl ICU | -0.27 | | |
| | 0.00 | | | 0.00 | | | 0.01 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.36 | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2013 – WITH PROJECT
2011 APPROVED PROJECT
PM PEAK HOUR**

IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

Impact Analysis Report
 Level Of Service

| Intersection | LOS | Base | | LOS | Future | | Change in | |
|-------------------------------------|-----|-------------|---------|-----|-------------|---------|--------------|-----|
| | | Del/ Veh | V/ C | | Del/ Veh | V/ C | | |
| # 1 "B" St & Driveway 1 | A | 8.7 | 0.009 | A | 8.7 | 0.009 | + 0.000 | D/V |
| # 2 "B" St & Driveway 2 | A | 8.6 | 0.016 | A | 8.6 | 0.016 | + 0.000 | D/V |
| # 3 Driveway 3 & "LQ" St | A | 8.6 | 0.018 | A | 8.6 | 0.018 | + 0.000 | D/V |
| # 4 Driveway 4 & "LQ" St | A | 8.8 | 0.010 | A | 8.8 | 0.010 | + 0.000 | D/V |
| # 5 "LQ" St & Driveway 5 | A | 8.5 | 0.034 | A | 8.5 | 0.034 | + 0.000 | D/V |
| # 6 "LQ" St & Driveway 6 | A | 9.0 | 0.083 | A | 9.0 | 0.083 | + 0.000 | D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 | D/V |
| #282 Jeffrey Rd & Portola Pkwy | A | xxxxxx | 0.349 | A | xxxxxx | 0.349 | + 0.000 | V/C |
| #283 Jeffrey Rd & Irvine Blvd | A | xxxxxx | 0.554 | A | xxxxxx | 0.554 | + 0.000 | V/C |
| #284 Jeffrey Rd & Bryan Ave | A | xxxxxx | 0.480 | A | xxxxxx | 0.480 | + 0.000 | V/C |
| #285 Jeffrey Rd & Trabuco Rd | A | xxxxxx | 0.490 | A | xxxxxx | 0.490 | + 0.000 | V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx | 0.294 | A | xxxxxx | 0.294 | + 0.000 | V/C |
| #301 Sand Canyon Ave & Irvine Blvd | A | xxxxxx | 0.512 | A | xxxxxx | 0.512 | + 0.000 | V/C |
| #302 Sand Canyon Ave & Trabuco Rd | A | xxxxxx | 0.385 | A | xxxxxx | 0.385 | + 0.000 | V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | B | 18.4 | 0.433 | B | 18.4 | 0.433 | + 0.000 | D/V |
| #304 Sand Canyon Ave & Marine Wy | B | xxxxxx | 0.621 | B | xxxxxx | 0.621 | + 0.000 | V/C |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 19.3 | 0.733 | B | 19.3 | 0.733 | + 0.000 | D/V |
| #306 Sand Canyon Ave & Oak Canyon R | A | xxxxxx | 0.297 | A | xxxxxx | 0.297 | + 0.000 | V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | A | 5.0 | 0.414 | A | 5.0 | 0.414 | + 0.000 | D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | A | 4.3 | 0.459 | A | 4.3 | 0.459 | + 0.000 | D/V |
| #338 Alton Pkwy & Irvine Blvd | A | xxxxxx | 0.498 | A | xxxxxx | 0.498 | + 0.000 | V/C |
| #339 Alton Pkwy & Toledo Wy | A | xxxxxx | 0.420 | A | xxxxxx | 0.420 | + 0.000 | V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx | 0.351 | A | xxxxxx | 0.351 | + 0.000 | V/C |

IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #341 Alton Pkwy & Barranca Pkwy | A xxxxxx | 0.450 | A xxxxxx | 0.450 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | B 13.3 | 1.015 | B 13.3 | 1.015 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | B 18.6 | 0.668 | B 18.6 | 0.668 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | A xxxxxx | 0.599 | A xxxxxx | 0.599 | + 0.000 V/C |
| #556 Ridge Valley & Portola Pkwy | A xxxxxx | 0.205 | A xxxxxx | 0.205 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | F 57.6 | 0.588 | F 57.6 | 0.588 | + 0.000 D/V |
| #571 Portola Springs & Portola Pkwy | A xxxxxx | 0.150 | A xxxxxx | 0.150 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | A xxxxxx | 0.480 | A xxxxxx | 0.480 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | F 101.4 | 0.605 | F 101.4 | 0.605 | + 0.000 D/V |

IUSD High School #5 TIA
Year 2013 With Project
2011 Approved Project

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|--------------------------------------|-------------------------|---------------------------|
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #563 "B" St & Irvine Blvd | No / No | ??? / ??? |
| #800 "A-02" St/"LQ" St & Irvine Blvd | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|----|---|--------------|---|---|------------|---|---|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 81 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 8.7 | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=9]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=138]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|---|-----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 81 | | 0 | 0 | | 48 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 9 |
| Major Street Volume: | | | | | | | | | | | 129 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 9 | | | | | | | | | |
| Minor Approach Volume Threshold: | 766 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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IUSD High School #5 TIA
Year 2013 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Delay.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=9]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=129]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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 IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|----|---|----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 72 | | 0 | 24 | | 24 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 9 |
| Major Street Volume: | | | | | 120 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 9 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1015 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
Year 2013 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Lanes, Final Volume, and Approach Del.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=18]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=104]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|---|----|--------------|---|---|---|----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | | 8 | 16 | 0 | | | 0 | 54 | 8 | | |
| Major Street Volume: | | | | | 86 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 18 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1130 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
Year 2013 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Lanes, Final Volume, and Approach Del.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=18]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=95]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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 IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|---|--------------|---|---|---|----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 9 | 9 | 16 | 0 | 0 | 0 | 0 | 0 | 53 | 8 | 8 | 8 |
| Major Street Volume: | | | | | 77 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 18 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1168 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
Year 2013 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, FinalVolume, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=36]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=70]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|---|---|--------------|---|---|----|------------|---|---|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 9 | | 0 | 0 | | 25 | | 0 | 0 | | 0 | | 36 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 34 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 36 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1121 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
Year 2013 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Del.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=90]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=155]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

 IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|---|---|--------------|---|---|----|------------|----|----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 9 | | 0 | 0 | | 16 | | 40 | 81 | | 0 | | 9 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | | | | | | | 65 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 90 | | | | | | | | | |
| Minor Approach Volume Threshold: | 1550 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|----|---|--------------|----|----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 90 | 0 | 0 | 56 | 56 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|----|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 90 | | 0 | 0 | | 56 | | 56 | 0 | | 0 | | 0 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 202 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 0 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 836 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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IUSD High School #5 TIA
Year 2013 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #563 "B" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Lanes, FinalVolume, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=90]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2470]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #563 "B" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|------------------------------|---|---|---|-------------|---|---|---|--------------|---|------|---|--------------|---|----|---|---|------|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 0 |
| FinalVolume: | 86 | | 0 | | 4 | 0 | | 0 | | 0 | 0 | | 821 | | 41 | 6 | | 1512 | | 0 |
| Major Street Volume: | | | | | | | | | | | 2380 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 90 | | | | | | | | | |
| Minor Approach Volume Threshold: | 1 [less than minimum of 150] | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
Year 2013 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Lanes, Final Volume, and Approach Del.

Approach[northbound][lanes=3][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=89]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2362]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=3]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2362]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------------------|-------------------------------|---|---|-------------|---|---|--------------|-----|-----|--------------|------|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 2 |
| FinalVolume: | 79 | 5 | 5 | 0 | 3 | 0 | 0 | 723 | 102 | 6 | 1439 | 0 |
| Major Street Volume: | 2270 | | | | | | | | | | | |
| Minor Approach Volume: | 89 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 22 [less than minimum of 150] | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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IUSD High School #5 TIA
Year 2013 With Project
2011 Approved Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[8.7]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of volume-related metrics.

Critical Gap Module table with 12 columns and 2 rows of critical gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity-related metrics.

Level of Service Module table with 12 columns and 7 rows of level of service and delay data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: A[8.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows including Critical Gp and FollowUpTim.

Capacity Module table with 12 columns and 4 rows including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 8 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[8.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 5 rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns for movements and 2 rows for Critical Gp and FollowUpTim.

Capacity Module: Table with 12 columns for movements and 4 rows for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns for movements and 6 rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: A[8.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 7 rows of volume-related metrics.

Critical Gap Module table with 12 columns and 2 rows of critical gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity-related metrics.

Level of Service Module table with 12 columns and 8 rows of level of service and delay data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: A[8.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns for gap and follow-up times. Rows include Critical Gap and FollowUpTime.

Capacity Module: Table with 12 columns for capacity metrics. Rows include Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns for LOS metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: A[9.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustment factors for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time values.

Capacity Module: Table with 12 columns showing conflict volume, potent capacity, move capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing delay, LOS by movement, shared capacity, shared queue, shared delay, and shared LOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustment factors for each bound.

Critical Gap Module table with 12 columns for critical gap and follow-up time.

Capacity Module table with 12 columns for conflict volume, potential capacity, and volume/capacity.

Level of Service Module table with 12 columns for various LOS metrics like 2Way95thQ, Control Del, and Shared LOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with 12 columns for volume values and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation values and 4 rows for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity values and 2 rows for Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.294
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume metrics and 12 rows of adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow metrics and 4 rows of adjustment factors.

Capacity Analysis Module table with 12 columns representing capacity analysis metrics and 2 rows of critical moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.385
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat and Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 0 Average Delay (sec/veh): 18.4
Optimal Cycle: 40 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Sand Canyon Ave & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 0 Average Delay (sec/veh): 19.3
Optimal Cycle: 85 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.297
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.414
Loss Time (sec): 0 Average Delay (sec/veh): 5.0
Optimal Cycle: 39 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 0 Average Delay (sec/veh): 4.3
Optimal Cycle: 42 Level Of Service: A

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 2 rows including Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.015
Loss Time (sec): 0 Average Delay (sec/veh): 13.3
Optimal Cycle: 180 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 0 Average Delay (sec/veh): 18.6
Optimal Cycle: 69 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.205
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 15 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity metrics and 2 rows for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: F [57.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with columns for Critical Gap and FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.150
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 14 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns for different volume categories and 13 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 13 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for capacity analysis values and 3 rows for Vol/Sat, Crit Moves, and a summary row.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 12 columns representing saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics. Rows include Vol/Sat and Crit Moves.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: F[101.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume and growth factors across four directions.

Critical Gap Module: Table with 12 columns for critical gap and follow-up times.

Capacity Module: Table with 12 columns for conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns for delay, LOS, and approach delay.

Note: Queue reported is the number of cars per lane.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 81 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | Volume |
| 0.00 | 0.05 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.048 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.05 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.05 | RTC | | 0.05 | RTC | | 0.01 | RTC | | 0.00 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.05 | Addl ICU | | -0.01 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.10 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 850 | Total Saturation |
| 0 | 72 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | Volume |
| 0.00 | 0.04 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.01 | V/C | | 0.00 | V/C | | 0.00 | 0.056 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.06 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.01 | |
| RTC | | 0.04 | RTC | | 0.06 | RTC | | 0.03 | RTC | | 0.01 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.06 | Addl ICU | | -0.03 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.11 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1481 | 219 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 18 | 8 | 16 | 0 | 0 | 54 | 8 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.04 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.04 | 0.041 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.04 | RTOG | | 0.04 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.02 | RTC | | 0.00 | RTC | | 0.04 | RTC | | 0.04 | |
| Addl ICU | | -0.02 | Addl ICU | | 0.01 | Addl ICU | | -0.04 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.01 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.10 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 0 | 0 | 0 | 1477 | 223 | Total Saturation |
| 0 | 0 | 0 | 9 | 0 | 9 | 16 | 0 | 0 | 0 | 53 | 8 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.04 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.01 | V/C | | 0.04 | 0.056 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.01 | RTOG | | 0.05 | RTOG | | 0.04 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.02 | RTC | | 0.02 | RTC | | 0.05 | RTC | | 0.04 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.01 | Addl ICU | | -0.05 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.11 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 9 | 0 | 0 | 25 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.00 | V/C | | 0.00 | 0.015 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.01 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | |
| RTC | | 0.01 | RTC | | 0.01 | RTC | | 0.00 | RTC | | 0.01 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.01 | Addl ICU | | 0.02 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.02 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.09 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 486 | 1214 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 9 | 0 | 0 | 16 | 40 | 81 | 0 | 9 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.03 | 0.03 | 0.05 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.05 | V/C | | 0.00 | 0.081 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.03 | RTOG | | 0.05 | RTOG | | -0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.00 | RTOR | | 0.03 | |
| RTC | | 0.07 | RTC | | 0.07 | RTC | | 0.05 | RTC | | -0.03 | |
| Addl ICU | | -0.07 | Addl ICU | | -0.04 | Addl ICU | | -0.04 | Addl ICU | | 0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.13 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 90 | 0 | 0 | 56 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.05 | 0.00 | 0.00 | 0.03 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.053 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.05 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.05 | RTC | | 0.05 | RTC | | 0.02 | RTC | | 0.00 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.02 | Addl ICU | | -0.02 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.10 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 465 | 12 | 51 | 10 | 12 | 24 | 9 | 220 | 158 | 39 | 510 | 4 | Volume |
| 0.14 | 0.01 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.06 | 0.09 | 0.01 | 0.15 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.14 | V/C | | 0.01 | V/C | | 0.01 | V/C | | 0.15 | 0.299 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.14 | RTOG | | 0.01 | RTOG | | 0.14 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.01 | RTOR | | 0.14 | RTOR | | 0.14 | |
| RTC | | 0.21 | RTC | | 0.01 | RTC | | 0.25 | RTC | | 0.25 | |
| Addl ICU | | -0.21 | Addl ICU | | 0.00 | Addl ICU | | -0.15 | Addl ICU | | -0.25 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.35 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 0 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 4037 | 1063 | 3400 | 3400 | 1700 | Total Saturation |
| 320 | 361 | 220 | 57 | 135 | 16 | 22 | 744 | 196 | 265 | 1283 | 155 | Volume |
| 0.09 | 0.07 | 0.00 | 0.02 | 0.03 | 0.01 | 0.01 | 0.18 | 0.18 | 0.08 | 0.38 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.09 | | V/C | 0.03 | | V/C | 0.01 | | V/C | 0.38 | | 0.504 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.10 | | RTOG | 0.03 | | RTOG | 0.31 | | RTOG | 0.38 | | Right Turn Adjustment |
| RTOR | 0.20 | | RTOR | 0.01 | | RTOR | 0.09 | | RTOR | 0.05 | | |
| RTC | 0.25 | | RTC | 0.03 | | RTC | 0.38 | | RTC | 0.41 | | |
| Addl ICU | -0.25 | | Addl ICU | -0.02 | | Addl ICU | -0.19 | | Addl ICU | -0.32 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.55 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 1700 | 1700 | Total Saturation |
| 289 | 810 | 398 | 67 | 429 | 103 | 85 | 180 | 106 | 165 | 149 | 61 | Volume |
| 0.09 | 0.16 | 0.23 | 0.02 | 0.08 | 0.06 | 0.05 | 0.05 | 0.06 | 0.05 | 0.09 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.16 | | V/C | 0.02 | | V/C | 0.05 | | V/C | 0.09 | | 0.316 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.16 | | RTOG | 0.09 | | RTOG | 0.09 | | RTOG | 0.09 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.05 | | RTOR | 0.09 | | RTOR | 0.02 | | |
| RTC | 0.22 | | RTC | 0.13 | | RTC | 0.16 | | RTC | 0.10 | | |
| Addl ICU | 0.01 | | Addl ICU | -0.07 | | Addl ICU | -0.10 | | Addl ICU | -0.07 | | |
| | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 167 | 1402 | 259 | 12 | 692 | 81 | 192 | 138 | 118 | 142 | 143 | 53 | Volume |
| 0.05 | 0.27 | 0.15 | 0.00 | 0.14 | 0.05 | 0.06 | 0.04 | 0.07 | 0.04 | 0.04 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.27 | | V/C | 0.00 | | V/C | 0.06 | | V/C | 0.04 | | 0.377 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.27 | | RTOG | 0.23 | | RTOG | 0.06 | | RTOG | 0.04 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.06 | | RTOR | 0.14 | | RTOR | 0.00 | | |
| RTC | 0.32 | | RTC | 0.27 | | RTC | 0.16 | | RTC | 0.04 | | |
| Addl ICU | -0.17 | | Addl ICU | -0.22 | | Addl ICU | -0.09 | | Addl ICU | -0.01 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.43 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 426 | 0 | 321 | 0 | 0 | 0 | 0 | 224 | 69 | 180 | 208 | 0 | Volume |
| 0.13 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.05 | 0.06 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.13 | | V/C | 0.00 | | V/C | 0.07 | | V/C | 0.05 | | 0.244 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.13 | | RTOG | -0.13 | | RTOG | 0.07 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.05 | | RTOR | 0.06 | | RTOR | 0.13 | | RTOR | 0.13 | | |
| RTC | 0.17 | | RTC | -0.08 | | RTC | 0.16 | | RTC | 0.21 | | |
| Addl ICU | -0.07 | | Addl ICU | 0.08 | | Addl ICU | -0.16 | | Addl ICU | -0.21 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 345 | 524 | 334 | 72 | 216 | 77 | 139 | 599 | 108 | 329 | 1308 | 227 | Volume |
| 0.10 | 0.10 | 0.10 | 0.02 | 0.06 | 0.05 | 0.04 | 0.09 | 0.06 | 0.10 | 0.26 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.10 | | V/C | 0.06 | | V/C | 0.04 | | V/C | 0.26 | | 0.462 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.14 | | RTOG | 0.06 | | RTOG | 0.20 | | RTOG | 0.26 | | Right Turn Adjustment |
| RTOR | 0.21 | | RTOR | 0.04 | | RTOR | 0.10 | | RTOR | 0.06 | | |
| RTC | 0.30 | | RTC | 0.09 | | RTC | 0.28 | | RTC | 0.30 | | |
| Addl ICU | -0.20 | | Addl ICU | -0.05 | | Addl ICU | -0.21 | | Addl ICU | -0.17 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.51 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 154 | 1421 | 3 | 8 | 570 | 118 | 155 | 4 | 72 | 11 | 29 | 12 | Volume |
| 0.05 | 0.28 | 0.00 | 0.00 | 0.11 | 0.07 | 0.05 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.28 | V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.01 | 0.332 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.28 | RTOG | | 0.24 | RTOG | | 0.05 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.17 | RTOR | | 0.00 | |
| RTC | | 0.32 | RTC | | 0.27 | RTC | | 0.17 | RTC | | 0.01 | |
| Addl ICU | | -0.32 | Addl ICU | | -0.20 | Addl ICU | | -0.17 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.38 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 2 | 1 | 1.5 | 0.5 | 1 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 1700 | 3400 | 1700 | 3319 | 81 | 1700 | 1700 | 850 | 850 | Total Saturation |
| 615 | 1137 | 21 | 1 | 505 | 155 | 411 | 10 | 139 | 6 | 1 | 1 | Volume |
| 0.18 | 0.67 | 0.01 | 0.00 | 0.15 | 0.09 | 0.12 | 0.12 | 0.08 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.67 | V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.00 | 0.797 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.67 | RTOG | | 0.49 | RTOG | | 0.12 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.13 | RTOR | | 0.52 | RTOR | | 0.00 | |
| RTC | | 0.67 | RTC | | 0.58 | RTC | | 0.51 | RTC | | 0.00 | |
| Addl ICU | | -0.66 | Addl ICU | | -0.49 | Addl ICU | | -0.43 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.85 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #304 Sand Canyon Ave (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 3400 | 1700 | 3400 | 3400 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 | Total Saturation |
| 0 | 1671 | 58 | 44 | 631 | 0 | 0 | 0 | 0 | 84 | 0 | 114 | Volume |
| 0.00 | 0.49 | 0.03 | 0.01 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.49 | V/C | | 0.01 | V/C | | 0.00 | V/C | | 0.05 | 0.554 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.49 | RTOG | | 0.50 | RTOG | | -0.05 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.32 | RTOR | | 0.01 | |
| RTC | | 0.53 | RTC | | 0.54 | RTC | | 0.19 | RTC | | 0.06 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.54 | Addl ICU | | -0.19 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.61 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 1 | 2 | 2 | 0 | 1.5 | 0.5 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 1700 | 3400 | 3400 | 0 | 3375 | 25 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 1333 | 263 | 220 | 504 | 0 | 410 | 3 | 290 | 0 | 0 | 0 | Volume |
| 0.00 | 0.78 | 0.15 | 0.06 | 0.15 | 0.00 | 0.12 | 0.12 | 0.11 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.78 | V/C | | 0.06 | V/C | | 0.12 | V/C | | 0.00 | 0.970 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.78 | RTOG | | 0.85 | RTOG | | 0.12 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.12 | RTOR | | 0.70 | RTOR | | 0.06 | |
| RTC | | 0.78 | RTC | | 0.94 | RTC | | 0.65 | RTC | | 0.05 | |
| Addl ICU | | -0.63 | Addl ICU | | -0.94 | Addl ICU | | -0.53 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 1.02 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3263 | 137 | 1700 | 3395 | 5 | 1700 | 0 | 1700 | 1700 | 0 | 850 | Total Saturation |
| 7 | 1407 | 59 | 85 | 654 | 1 | 5 | 0 | 3 | 47 | 0 | 64 | Volume |
| 0.00 | 0.43 | 0.43 | 0.05 | 0.19 | 0.19 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.43 | V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.03 | 0.509 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.43 | RTOG | | 0.48 | RTOG | | 0.00 | RTOG | | 0.02 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.29 | RTOR | | 0.05 | |
| RTC | | 0.45 | RTC | | 0.50 | RTC | | 0.22 | RTC | | 0.06 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.31 | Addl ICU | | -0.21 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.57 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|------|-----------------------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 0 | 2 | 1.0 | 1.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 503 | 1197 | 3400 | 1700 | 1700 | Total Saturation |
| 11 | 469 | 7 | 18 | 285 | 32 | 162 | 21 | 50 | 17 | 10 | 165 | Volume |
| 0.01 | 0.09 | 0.00 | 0.01 | 0.08 | 0.02 | 0.05 | 0.04 | 0.04 | 0.01 | 0.01 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.09 | | V/C | 0.01 | | V/C | 0.05 | | V/C | 0.01 | | 0.156 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.09 | | RTOG | 0.10 | | RTOG | 0.05 | | RTOG | 0.01 | | Right Turn Adjustment |
| RTOR | 0.01 | | RTOR | 0.05 | | RTOR | 0.02 | | RTOR | 0.01 | | |
| RTC | 0.10 | | RTC | 0.13 | | RTC | 0.06 | | RTC | 0.01 | | |
| Addl ICU | -0.10 | | Addl ICU | -0.11 | | Addl ICU | -0.02 | | Addl ICU | 0.08 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.08 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.29 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 24 | 0 | 145 | 0 | 991 | 67 | 55 | 1882 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.04 | 0.00 | 0.19 | 0.04 | 0.03 | 0.37 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.00 | V/C | | 0.37 | 0.383 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.01 | RTOG | | 0.34 | RTOG | | 0.37 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.00 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.12 | RTC | | 0.01 | RTC | | 0.35 | RTC | | 0.38 | |
| Addl ICU | | -0.12 | Addl ICU | | 0.03 | Addl ICU | | -0.31 | Addl ICU | | -0.38 | |
| | | 0.00 | | | 0.03 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.46 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 122 | 0 | 78 | 0 | 0 | 0 | 0 | 813 | 194 | 0 | 1799 | 201 | Volume |
| 0.07 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.00 | 0.53 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.07 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.53 | | 0.601 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.07 | | RTOG | -0.07 | | RTOG | 0.53 | | RTOG | 0.53 | | Right Turn Adjustment |
| RTOR | 0.29 | | RTOR | 0.00 | | RTOR | 0.07 | | RTOR | 0.07 | | |
| RTC | 0.29 | | RTC | -0.07 | | RTC | 0.58 | | RTC | 0.58 | | |
| Addl ICU | -0.24 | | Addl ICU | 0.07 | | Addl ICU | -0.58 | | Addl ICU | -0.46 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.65 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | f | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 0 | 0 | 0 | 0 | 0 | 5100 | 1700 | 3400 | 5100 | 0 | Total Saturation |
| 566 | 0 | 233 | 0 | 0 | 0 | 0 | 721 | 71 | 142 | 1436 | 0 | Volume |
| 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.14 | 0.04 | 0.04 | 0.28 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.17 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.28 | | 0.448 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.17 | | RTOG | -0.17 | | RTOG | 0.24 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.00 | | RTOR | 0.17 | | RTOR | 0.17 | | |
| RTC | 0.27 | | RTC | -0.17 | | RTC | 0.36 | | RTC | 0.41 | | |
| Addl ICU | -0.27 | | Addl ICU | 0.17 | | Addl ICU | -0.32 | | Addl ICU | -0.41 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.50 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5049 | 51 | 1700 | 623 | 1077 | 1700 | 1700 | 1700 | Total Saturation |
| 21 | 806 | 363 | 26 | 397 | 4 | 5 | 37 | 64 | 139 | 15 | 72 | Volume |
| 0.01 | 0.16 | 0.00 | 0.02 | 0.08 | 0.08 | 0.00 | 0.06 | 0.06 | 0.08 | 0.01 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.16 | V/C | | 0.02 | V/C | | 0.06 | V/C | | 0.08 | 0.315 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.16 | RTOG | | 0.06 | RTOG | | 0.14 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.13 | RTOR | | 0.09 | RTOR | | 0.02 | |
| RTC | | 0.22 | RTC | | 0.26 | RTC | | 0.13 | RTC | | 0.15 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.18 | Addl ICU | | -0.07 | Addl ICU | | -0.11 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.36 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5094 | 6 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 8 | 954 | 360 | 60 | 887 | 1 | 18 | 23 | 72 | 281 | 7 | 97 | Volume |
| 0.00 | 0.19 | 0.00 | 0.02 | 0.17 | 0.17 | 0.01 | 0.01 | 0.00 | 0.08 | 0.00 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.19 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.08 | 0.301 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.20 | RTOG | | 0.01 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.09 | RTOR | | 0.03 | RTOR | | 0.02 | |
| RTC | | 0.25 | RTC | | 0.27 | RTC | | 0.04 | RTC | | 0.10 | |
| Addl ICU | | -0.25 | Addl ICU | | -0.09 | Addl ICU | | -0.04 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.35 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2285 | 1115 | Total Saturation |
| 9 | 655 | 341 | 94 | 765 | 388 | 576 | 541 | 5 | 129 | 170 | 83 | Volume |
| 0.01 | 0.13 | 0.00 | 0.03 | 0.15 | 0.00 | 0.17 | 0.16 | 0.00 | 0.04 | 0.07 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.13 | V/C | | 0.15 | V/C | | 0.17 | V/C | | 0.07 | 0.522 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.15 | RTOG | | 0.21 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.17 | RTOR | | 0.01 | RTOR | | 0.03 | |
| RTC | | 0.19 | RTC | | 0.28 | RTC | | 0.21 | RTC | | 0.09 | |
| Addl ICU | | -0.19 | Addl ICU | | -0.28 | Addl ICU | | -0.21 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.57 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 1237 | 3863 | 0 | 0 | 0 | 2550 | 0 | 2550 | Total Saturation |
| 0 | 2381 | 1032 | 0 | 853 | 2664 | 0 | 0 | 0 | 43 | 0 | 236 | Volume |
| 0.00 | 0.47 | 0.00 | 0.00 | 0.69 | 0.69 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.02 | 0.017 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.69 | RTOG | | 0.47 | RTOG | | -0.02 | RTOG | | 0.02 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.70 | RTC | | 0.48 | RTC | | -0.02 | RTC | | 0.02 | |
| Addl ICU | | -0.70 | Addl ICU | | 0.21 | Addl ICU | | 0.02 | Addl ICU | | 0.08 | |
| | | 0.00 | | | 0.21 | | | 0.00 | | | 0.08 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.35 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 4736 | 364 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 1262 | 97 | 0 | 382 | 505 | 2117 | 0 | 183 | 0 | 0 | 0 | Volume |
| 0.00 | 0.27 | 0.27 | 0.00 | 0.07 | 0.00 | 0.42 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.27 | V/C | | 0.00 | V/C | | 0.42 | V/C | | 0.00 | 0.682 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.27 | RTOG | | 0.42 | RTOG | | -0.42 | Right Turn Adjustment |
| RTOR | | 0.42 | RTOR | | 0.42 | RTOR | | 0.19 | RTOR | | 0.00 | |
| RTC | | 0.58 | RTC | | 0.58 | RTC | | 0.56 | RTC | | -0.42 | |
| Addl ICU | | -0.31 | Addl ICU | | -0.58 | Addl ICU | | -0.45 | Addl ICU | | 0.42 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.73 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1133 | 567 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 50 | 4 | 2 | 11 | 3 | 25 | 25 | 277 | 87 | 7 | 151 | 15 | Volume |
| 0.03 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.16 | 0.05 | 0.00 | 0.09 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.00 | | V/C | 0.16 | | V/C | 0.00 | | 0.198 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.02 | | RTOG | 0.00 | | RTOG | 0.16 | | RTOG | 0.15 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.08 | | RTOR | 0.03 | | RTOR | 0.03 | | |
| RTC | 0.03 | | RTC | 0.06 | | RTC | 0.19 | | RTC | 0.17 | | |
| Addl ICU | -0.02 | | Addl ICU | -0.05 | | Addl ICU | -0.13 | | Addl ICU | -0.16 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.25 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 86 | 0 | 4 | 0 | 0 | 0 | 0 | 821 | 41 | 6 | 1512 | 0 | Volume |
| 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.02 | 0.00 | 0.30 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.30 | 0.347 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | -0.05 | RTOG | | 0.29 | RTOG | | 0.30 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.05 | |
| RTC | | 0.15 | RTC | | -0.05 | RTC | | 0.33 | RTC | | 0.33 | |
| Addl ICU | | -0.15 | Addl ICU | | 0.05 | Addl ICU | | -0.31 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.40 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 0 | 2267 | 1133 | 1700 | 3400 | 1700 | 1700 | 3378 | 22 | Total Saturation |
| 64 | 2 | 21 | 0 | 2 | 1 | 2 | 256 | 62 | 9 | 151 | 1 | Volume |
| 0.02 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.04 | 0.01 | 0.04 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.00 | V/C | | 0.08 | V/C | | 0.01 | 0.100 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.00 | RTOG | | 0.08 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.04 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.02 | RTC | | 0.03 | RTC | | 0.09 | RTC | | 0.09 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.03 | Addl ICU | | -0.05 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.15 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 3 | 0 | 0 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 5100 | 0 | 19 | 5081 | 1700 | Total Saturation |
| 0 | 0 | 5 | 36 | 0 | 36 | 73 | 776 | 0 | 7 | 1857 | 111 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | 0.04 | 0.15 | 0.00 | 0.37 | 0.37 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.15 | V/C | | 0.37 | 0.528 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.01 | RTOG | | 0.15 | RTOG | | 0.47 | Right Turn Adjustment |
| RTOR | | 0.37 | RTOR | | 0.15 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.27 | RTC | | 0.12 | RTC | | 0.16 | RTC | | 0.48 | |
| Addl ICU | | -0.27 | Addl ICU | | -0.10 | Addl ICU | | -0.16 | Addl ICU | | -0.42 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.58 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 0.0 | 1 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 3400 | 5100 | 0 | Total Saturation |
| 79 | 5 | 5 | 0 | 3 | 0 | 0 | 723 | 102 | 6 | 1439 | 0 | Volume |
| 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.14 | 0.06 | 0.00 | 0.28 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.28 | 0.329 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.00 | RTOG | | 0.28 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.04 | |
| RTC | | 0.15 | RTC | | 0.00 | RTC | | 0.32 | RTC | | 0.31 | |
| Addl ICU | | -0.15 | Addl ICU | | 0.00 | Addl ICU | | -0.26 | Addl ICU | | -0.31 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.38 | | | | | | | | | | | | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2013 – WITH PROJECT
2012 MODIFIED PROJECT OPTION 1
AM PEAK HOUR**

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Impact Analysis Report
 Level Of Service

| Intersection | LOS | Base | | LOS | Future | | Change in | |
|-------------------------------------|-----|-------------|---------|-----|-------------|---------|--------------|-----|
| | | Del/ Veh | V/ C | | Del/ Veh | V/ C | | |
| # 1 "B" St & Driveway 1 | A | 9.1 | 0.019 | A | 9.1 | 0.019 | + 0.000 | D/V |
| # 2 "B" St & Driveway 2 | A | 9.0 | 0.076 | A | 9.0 | 0.076 | + 0.000 | D/V |
| # 3 Driveway 3 & "LQ" St | A | 9.0 | 0.038 | A | 9.0 | 0.038 | + 0.000 | D/V |
| # 4 Driveway 4 & "LQ" St | A | 9.8 | 0.052 | A | 9.8 | 0.052 | + 0.000 | D/V |
| # 5 "LQ" St & Driveway 5 | A | 9.0 | 0.072 | A | 9.0 | 0.072 | + 0.000 | D/V |
| # 6 "LQ" St & Driveway 6 | B | 10.4 | 0.194 | B | 10.4 | 0.194 | + 0.000 | D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 | D/V |
| #282 Jeffrey Rd & Portola Pkwy | A | xxxxxx | 0.471 | A | xxxxxx | 0.471 | + 0.000 | V/C |
| #283 Jeffrey Rd & Irvine Blvd | A | xxxxxx | 0.475 | A | xxxxxx | 0.475 | + 0.000 | V/C |
| #284 Jeffrey Rd & Bryan Ave | A | xxxxxx | 0.523 | A | xxxxxx | 0.523 | + 0.000 | V/C |
| #285 Jeffrey Rd & Trabuco Rd | A | xxxxxx | 0.468 | A | xxxxxx | 0.468 | + 0.000 | V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx | 0.284 | A | xxxxxx | 0.284 | + 0.000 | V/C |
| #301 Sand Canyon Ave & Irvine Blvd | A | xxxxxx | 0.570 | A | xxxxxx | 0.570 | + 0.000 | V/C |
| #302 Sand Canyon Ave & Trabuco Rd | A | xxxxxx | 0.429 | A | xxxxxx | 0.429 | + 0.000 | V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | B | 17.6 | 0.667 | B | 17.6 | 0.667 | + 0.000 | D/V |
| #304 Sand Canyon Ave & Marine Wy | A | xxxxxx | 0.595 | A | xxxxxx | 0.595 | + 0.000 | V/C |
| #305 Sand Canyon Ave & I-5 SB Ramps | C | 22.6 | 0.705 | C | 22.6 | 0.705 | + 0.000 | D/V |
| #306 Sand Canyon Ave & Oak Canyon R | A | xxxxxx | 0.251 | A | xxxxxx | 0.251 | + 0.000 | V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 13.0 | 0.455 | B | 13.0 | 0.455 | + 0.000 | D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | A | 2.3 | 0.533 | A | 2.3 | 0.533 | + 0.000 | D/V |
| #338 Alton Pkwy & Irvine Blvd | A | xxxxxx | 0.496 | A | xxxxxx | 0.496 | + 0.000 | V/C |
| #339 Alton Pkwy & Toledo Wy | A | xxxxxx | 0.390 | A | xxxxxx | 0.390 | + 0.000 | V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx | 0.365 | A | xxxxxx | 0.365 | + 0.000 | V/C |

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| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #341 Alton Pkwy & Barranca Pkwy | A xxxxx | 0.463 | A xxxxx | 0.463 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | B 14.5 | 0.864 | B 14.5 | 0.864 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | B 11.9 | 0.611 | B 11.9 | 0.611 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | C xxxxx | 0.705 | C xxxxx | 0.705 | + 0.000 V/C |
| #556 Ridge Valley & Portola Pkwy | A xxxxx | 0.270 | A xxxxx | 0.270 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | F OVRFL | 3.598 | F OVRFL | 3.598 | + 0.000 D/V |
| #571 Portola Springs & Portola Pkwy | A xxxxx | 0.181 | A xxxxx | 0.181 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | A xxxxx | 0.475 | A xxxxx | 0.475 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | F OVRFL | 7.111 | F OVRFL | 7.111 | + 0.000 D/V |

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Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|--------------------------------------|-------------------------|---------------------------|
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #563 "B" St & Irvine Blvd | Yes / Yes | ??? / ??? |
| #800 "A-02" St/"LQ" St & Irvine Blvd | Yes / Yes | ??? / ??? |

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Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | |
|--------------|--------------|-----|---|--------------|---|---|------------|---|---|------------|---|---|---|---|---|----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 157 | 0 | 0 | 0 | 0 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| ApproachDel: | xxxxxxx | | | xxxxxxx | | | xxxxxxx | | | 9.1 | | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=17]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=397]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
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 2012 Modified Project Option 1 Scenario

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|---|---|-----|------------|---|---|---|------------|---|---|---|---|---|---|----|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 157 | | 0 | 0 | | 223 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 17 |
| Major Street Volume: | | | | | 380 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 17 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 477 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
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Peak Hour Delay Signal Warrant Report

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | |
|--------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|---|---|----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 140 | 0 | 0 | 111 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 9.0 | | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=17]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=379]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|-----|-----|---|------------|---|---|---|------------|---|---|---|---|---|---|----|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 140 | | 0 | 111 | 111 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 17 |
| Major Street Volume: | | | | | 362 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 17 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 635 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
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Peak Hour Delay Signal Warrant Report

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | | 37 | 74 | 0 | | | 0 | 105 | 37 | | |
| ApproachDel: | xxxxxx | | | | 9.0 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=35]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=288]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | | 37 | 74 | 0 | | | 0 | 105 | 37 | | |
| Major Street Volume: | | | | | 253 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 35 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 758 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
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Peak Hour Delay Signal Warrant Report

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|----|---|---|--------------|----|----|---|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 17 | 17 | 74 | 0 | 0 | 0 | 0 | 0 | 124 | 37 | 0 | 0 |
| ApproachDel: | xxxxxx | | | | 9.8 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=34]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=269]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|----|---|---|--------------|---|----|---|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 17 | | 74 | 0 | 0 | 0 | | 0 | 124 | 37 | | |
| Major Street Volume: | | | | | 235 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 34 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 784 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
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 2012 Modified Project Option 1 Scenario

Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|--------------|----|---|--------------|---|---|------------|---|---|------------|---|---|----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 17 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.0 | | | xxxxxx | | | | | | | | | | |

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=70]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=179]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|---|-----|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 17 | | 0 | 0 | | 92 | | 0 | 0 | | 0 | | 70 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | | | | | | | 109 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 70 | | | | | | | | | |
| Minor Approach Volume Threshold: | 811 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Delay Signal Warrant Report

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|----|---|--------------|----|-----|------------|---|----|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 17 | 0 | 0 | 74 | 186 | 157 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 10.4 | | | xxxxxx | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=174]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=451]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|-----|-----|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 17 | | 0 | 0 | | 74 | | 186 | 157 | | 0 | | 17 | 0 | | 0 | | 0 |
| Major Street Volume: | 277 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 174 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 926 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 175 | 0 | 0 | 260 | 260 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | |
|----------------------------------|--------------|-----|---|--------------|---|-----|------------|---|---|------------|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| FinalVolume: | 0 | 175 | 0 | 0 | 0 | 260 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | 695 | | | | | | | | | | | | | |
| Minor Approach Volume: | 0 | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 410 | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Delay Signal Warrant Report

 Intersection #563 "B" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|-------------|---|----|-------------|---|---|--------------|---|---|--------------|-----|---|------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | | | | | | |
| Lanes: | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 0 | 0 |
| FinalVolume: | 161 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1467 | 215 | 7 | 1032 | 0 | | | | | | |
| ApproachDel: | 1249.3 | | | xxxxxxx | | | xxxxxxx | | | xxxxxxx | | | | | | | | | | |

 Approach[northbound][lanes=2][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=60.7]
 SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=175]
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=2896]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #563 "B" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------------------------|---|---|---|-------------|---|---|---|--------------|---|---|------|--------------|-----|---|---|------|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 0 | 0 |
| FinalVolume: | 161 | | 0 | | 14 | 0 | | 0 | | 0 | 0 | 1467 | | 215 | | 7 | 1032 | | 0 | |
| Major Street Volume: | 2721 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 175 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | -56 [less than minimum of 150] | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Delay Signal Warrant Report

 Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|----|--------------|---|---|------|--------------|-----|---|----|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 |
| FinalVolume: | 154 | | 7 | | 14 | 0 | | 22 | | 0 | 0 | 1013 | | 468 | | 30 | 885 | | 0 | |
| ApproachDel: | 2735.9 | | | | 266.5 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

 Approach[northbound][lanes=3][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=133.0]
 SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=175]
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=2593]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

 Approach[southbound][lanes=2][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=1.6]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=22]
 FAIL - Approach volume less than 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=2593]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------------------|-------------------------------|---|----|-------------|----|---|--------------|------|-----|--------------|-----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 |
| FinalVolume: | 154 | 7 | 14 | 0 | 22 | 0 | 0 | 1013 | 468 | 30 | 885 | 0 |
| Major Street Volume: | 2396 | | | | | | | | | | | |
| Minor Approach Volume: | 175 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | -2 [less than minimum of 150] | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 4 rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns and 2 rows for Critical Gp and FollowUpTim.

Capacity Module: Table with 12 columns and 4 rows for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns and 7 rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: A[9.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 1 0 0).

Volume Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Critical Gap, FollowUpTim.

Capacity Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[9.0]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|--------------|---|---|--------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 37 | 74 | 0 | 0 | 105 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 37 | 74 | 0 | 0 | 105 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 37 | 74 | 0 | 0 | 105 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 37 | 74 | 0 | 0 | 105 |

Critical Gap Module:

| | | | | | | | | | | | | |
|--------------|-------|------|-------|-------|------|-----|-----|------|-------|-------|------|-------|
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 6.2 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |

Capacity Module:

| | | | | | | | | | | | | |
|--------------|------|------|-------|------|------|------|------|------|-------|------|------|-------|
| Cnflct Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | 124 | 142 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | 933 | 1453 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | 933 | 1453 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | 0.04 | 0.03 | xxxx | xxxx | xxxx | xxxx | xxxx |

Level Of Service Module:

| | | | | | | | | | | | | |
|--------------|--------|------|-------|-------|------|-------|--------|------|-------|--------|------|-------|
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.1 | 0.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 9.0 | 7.5 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | A | A | * | * | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 9.0 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | | * | | A | | | * | | | * | | |

 Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: A[9.8]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|--------------|---|---|--------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 17 | 0 | 17 | 74 | 0 | 0 | 0 | 124 | 37 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 17 | 0 | 17 | 74 | 0 | 0 | 0 | 124 | 37 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 17 | 0 | 17 | 74 | 0 | 0 | 0 | 124 | 37 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 17 | 0 | 17 | 74 | 0 | 0 | 0 | 124 | 37 |

Critical Gap Module:

| | | | | | | | | | | | | |
|--------------|-------|------|-------|-----|-----|-----|-----|------|-------|-------|------|-------|
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.4 | 6.5 | 6.2 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |

Capacity Module:

| | | | | | | | | | | | | |
|--------------|------|------|-------|------|------|------|------|------|-------|------|------|-------|
| Cnflct Vol: | xxxx | xxxx | xxxxx | 291 | 291 | 143 | 161 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 704 | 623 | 910 | 1430 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 677 | 591 | 910 | 1430 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.03 | 0.00 | 0.02 | 0.05 | xxxx | xxxx | xxxx | xxxx | xxxx |

Level of Service Module:

| | | | | | | | | | | | | |
|--------------|--------|------|-------|-------|------|-------|--------|------|-------|--------|------|-------|
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.2 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 7.7 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | A | * | * | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 776 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 0.1 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 9.8 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | A | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 9.8 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | | | | A | | | | | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: A[9.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 1 0 0).

Volume Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Critical Gap (6.2), FollowUpTime (3.3).

Capacity Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Conflict Vol (92), Potent Cap. (971), Move Cap. (971), Volume/Cap (0.07).

Level of Service Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for 2Way95thQ (0.2), Control Del (9.0), LOS by Move (A), Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel (9.0), ApproachLOS (A).

Note: Queue reported is the number of cars per lane.

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2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[10.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustments for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns showing critical gap and follow-up time values.

Capacity Module table with 12 columns showing conflict volume, potent capacity, move capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns showing delay, LOS by movement, shared capacity, and shared queue values.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|--------------|---|---|--------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 175 | 0 | 0 | 260 | 260 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 175 | 0 | 0 | 260 | 260 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 175 | 0 | 0 | 260 | 260 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 175 | 0 | 0 | 260 | 260 | 0 | 0 | 0 | 0 | 0 | 0 |

Critical Gap Module:

| | | | | | | | | | | | | |
|--------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |

Capacity Module:

| | | | | | | | | | | | | |
|--------------|------|------|-------|------|------|-------|------|------|-------|------|------|-------|
| Cnflct Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx |

Level of Service Module:

| | | | | | | | | | | | | |
|--------------|--------|------|-------|--------|------|-------|--------|------|-------|--------|------|-------|
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | * | * | * | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | | * | | | * | | | * | | | * | |

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.471 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 22 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 436 | 37 | 24 | 40 | 28 | 9 | 17 | 383 | 445 | 51 | 317 | 37 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 436 | 37 | 24 | 40 | 28 | 9 | 17 | 383 | 445 | 51 | 317 | 37 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 436 | 37 | 0 | 40 | 28 | 9 | 17 | 383 | 445 | 51 | 317 | 37 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 436 | 37 | 0 | 40 | 28 | 9 | 17 | 383 | 445 | 51 | 317 | 37 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 436 | 37 | 0 | 40 | 28 | 9 | 17 | 383 | 445 | 51 | 317 | 37 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.02 | 0.00 | 0.02 | 0.02 | 0.01 | 0.01 | 0.11 | 0.26 | 0.02 | 0.09 | 0.02 |
| Crit Moves: | **** | | | **** | | | | **** | **** | | | |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.475
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 23 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 146 | 351 | 237 | 166 | 287 | 9 | 37 | 818 | 212 | 289 | 1009 | 115 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 146 | 351 | 237 | 166 | 287 | 9 | 37 | 818 | 212 | 289 | 1009 | 115 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 146 | 351 | 0 | 166 | 287 | 9 | 37 | 818 | 212 | 289 | 1009 | 115 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 146 | 351 | 0 | 166 | 287 | 9 | 37 | 818 | 212 | 289 | 1009 | 115 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 146 | 351 | 0 | 166 | 287 | 9 | 37 | 818 | 212 | 289 | 1009 | 115 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.38 | 0.62 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4050 | 1050 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.07 | 0.00 | 0.05 | 0.06 | 0.01 | 0.01 | 0.20 | 0.20 | 0.09 | 0.30 | 0.07 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | |
| Rights: | Include | | | Include | | | Include | | | Include | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 100 | 384 | 102 | 44 | 664 | 87 | 228 | 148 | 174 | 411 | 194 | 110 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 100 | 384 | 102 | 44 | 664 | 87 | 228 | 148 | 174 | 411 | 194 | 110 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 100 | 384 | 102 | 44 | 664 | 87 | 228 | 148 | 174 | 411 | 194 | 110 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 100 | 384 | 102 | 44 | 664 | 87 | 228 | 148 | 174 | 411 | 194 | 110 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 100 | 384 | 102 | 44 | 664 | 87 | 228 | 148 | 174 | 411 | 194 | 110 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.37 | 0.63 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.64 | 0.36 |
| Final Sat.: | 3400 | 4030 | 1070 | 3400 | 5100 | 1700 | 1700 | 1700 | 1700 | 3400 | 1085 | 615 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.10 | 0.10 | 0.01 | 0.13 | 0.05 | 0.13 | 0.09 | 0.10 | 0.12 | 0.18 | 0.18 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.468 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 22 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | |
| Rights: | Include | | | Include | | | Include | | | Include | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 89 | 474 | 81 | 37 | 1177 | 187 | 140 | 147 | 165 | 218 | 214 | 16 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 89 | 474 | 81 | 37 | 1177 | 187 | 140 | 147 | 165 | 218 | 214 | 16 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 89 | 474 | 81 | 37 | 1177 | 187 | 140 | 147 | 165 | 218 | 214 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 89 | 474 | 81 | 37 | 1177 | 187 | 140 | 147 | 165 | 218 | 214 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 89 | 474 | 81 | 37 | 1177 | 187 | 140 | 147 | 165 | 218 | 214 | 16 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.56 | 0.44 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 4356 | 744 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.11 | 0.11 | 0.01 | 0.23 | 0.11 | 0.04 | 0.04 | 0.10 | 0.06 | 0.06 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | **** | | | | |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.284 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 17 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 133 | 0 | 194 | 0 | 0 | 0 | 0 | 166 | 313 | 436 | 321 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 133 | 0 | 194 | 0 | 0 | 0 | 0 | 166 | 313 | 436 | 321 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 133 | 0 | 194 | 0 | 0 | 0 | 0 | 166 | 0 | 436 | 321 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 133 | 0 | 194 | 0 | 0 | 0 | 0 | 166 | 0 | 436 | 321 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 133 | 0 | 194 | 0 | 0 | 0 | 0 | 166 | 0 | 436 | 321 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.13 | 0.09 | 0.00 |
| Crit Moves: | | | **** | | | | | **** | | **** | | |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 27 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 0 | 1 | 2 | 0 | 4 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 117 | 251 | 436 | 318 | 608 | 122 | 89 | 1063 | 201 | 481 | 946 | 105 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 117 | 251 | 436 | 318 | 608 | 122 | 89 | 1063 | 201 | 481 | 946 | 105 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 117 | 251 | 436 | 318 | 608 | 122 | 89 | 1063 | 201 | 481 | 946 | 105 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 117 | 251 | 436 | 318 | 608 | 122 | 89 | 1063 | 201 | 481 | 946 | 105 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 117 | 251 | 436 | 318 | 608 | 122 | 89 | 1063 | 201 | 481 | 946 | 105 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.05 | 0.13 | 0.09 | 0.18 | 0.07 | 0.03 | 0.16 | 0.12 | 0.14 | 0.19 | 0.06 |
| Crit Moves: | | | **** | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.429 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 21 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 61 | 469 | 11 | 10 | 1563 | 167 | 183 | 7 | 195 | 9 | 2 | 8 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 61 | 469 | 11 | 10 | 1563 | 167 | 183 | 7 | 195 | 9 | 2 | 8 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 61 | 469 | 0 | 10 | 1563 | 167 | 183 | 7 | 0 | 9 | 2 | 8 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 61 | 469 | 0 | 10 | 1563 | 167 | 183 | 7 | 0 | 9 | 2 | 8 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 61 | 469 | 0 | 10 | 1563 | 167 | 183 | 7 | 0 | 9 | 2 | 8 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.09 | 0.00 | 0.00 | 0.31 | 0.10 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 0 Average Delay (sec/veh): 17.6
Optimal Cycle: 68 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Sand Canyon Ave & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.595 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 45 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 | 1 | | 2 | 0 | 2 | 0 | 0 | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 556 | 111 | 82 | 1754 | 0 | 0 | 0 | 0 | 49 | 0 | 53 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 556 | 111 | 82 | 1754 | 0 | 0 | 0 | 0 | 49 | 0 | 53 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 556 | 111 | 82 | 1754 | 0 | 0 | 0 | 0 | 49 | 0 | 53 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 556 | 111 | 82 | 1754 | 0 | 0 | 0 | 0 | 49 | 0 | 53 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 556 | 111 | 82 | 1754 | 0 | 0 | 0 | 0 | 49 | 0 | 53 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3400 | 1700 | 3400 | 3400 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.16 | 0.07 | 0.02 | 0.52 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.03 |
| Crit Moves: | | | | | **** | | | | | | **** | |

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 0 Average Delay (sec/veh): 22.6
Optimal Cycle: 77 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.251
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 16 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 2 | 0 |
| | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 29 | 213 | 8 | 134 | 708 | 162 | 20 | 9 | 7 | 4 | 12 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 29 | 213 | 8 | 134 | 708 | 162 | 20 | 9 | 7 | 4 | 12 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 29 | 213 | 8 | 134 | 708 | 162 | 20 | 9 | 7 | 4 | 12 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 213 | 8 | 134 | 708 | 162 | 20 | 9 | 7 | 4 | 12 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 29 | 213 | 8 | 134 | 708 | 162 | 20 | 9 | 7 | 4 | 12 | 5 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.44 | 0.56 | 2.00 | 0.56 | 0.44 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 4150 | 950 | 3400 | 956 | 744 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.04 | 0.00 | 0.08 | 0.17 | 0.17 | 0.01 | 0.01 | 0.01 | 0.00 | 0.01 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
 Loss Time (sec): 0 Average Delay (sec/veh): 13.0
 Optimal Cycle: 42 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 207 | 0 | 320 | 0 | 1666 | 187 | 123 | 1110 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 207 | 0 | 320 | 0 | 1666 | 187 | 123 | 1110 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 207 | 0 | 320 | 0 | 1666 | 187 | 123 | 1110 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 207 | 0 | 320 | 0 | 1666 | 187 | 123 | 1110 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 207 | 0 | 320 | 0 | 1666 | 187 | 123 | 1110 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.75 | 1.00 | 0.90 | 0.90 | 0.95 | 0.91 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 2.00 | 0.00 | 3.60 | 0.40 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1805 | 0 | 2842 | 0 | 6125 | 687 | 1805 | 5187 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.11 | 0.00 | 0.27 | 0.27 | 0.07 | 0.21 | 0.00 |
| Crit Moves: | | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.25 | 0.00 | 0.60 | 0.60 | 0.15 | 0.75 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.45 | 0.00 | 0.45 | 0.00 | 0.45 | 0.45 | 0.45 | 0.29 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 32.3 | 0.0 | 32.0 | 0.0 | 11.2 | 11.2 | 40.0 | 4.1 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 32.3 | 0.0 | 32.0 | 0.0 | 11.2 | 11.2 | 40.0 | 4.1 | 0.0 |
| LOS by Move: | A | A | A | C | A | C | A | B | B | D | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 6 | 0 | 5 | 0 | 9 | 9 | 4 | 4 | 0 |

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
 Loss Time (sec): 0 Average Delay (sec/veh): 2.3
 Optimal Cycle: 49 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 35 | 0 | 74 | 0 | 0 | 0 | 0 | 1760 | 108 | 0 | 1199 | 36 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 35 | 0 | 74 | 0 | 0 | 0 | 0 | 1760 | 108 | 0 | 1199 | 36 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 35 | 0 | 74 | 0 | 0 | 0 | 0 | 1760 | 0 | 0 | 1199 | 36 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 35 | 0 | 74 | 0 | 0 | 0 | 0 | 1760 | 0 | 0 | 1199 | 36 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 35 | 0 | 74 | 0 | 0 | 0 | 0 | 1760 | 0 | 0 | 1199 | 36 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.88 | 1.00 | 0.91 | 0.91 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 | 0.00 | 2.91 | 0.09 |
| Final Sat.: | 1805 | 0 | 1615 | 0 | 0 | 0 | 0 | 3610 | 3344 | 0 | 5016 | 151 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.49 | 0.00 | 0.00 | 0.24 | 0.24 |
| Crit Moves: | | | **** | | | | | **** | | | **** | |
| Green/Cycle: | 0.09 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.91 | 0.00 | 0.00 | 0.91 | 0.91 |
| Volume/Cap: | 0.23 | 0.00 | 0.53 | 0.00 | 0.00 | 0.00 | 0.00 | 0.53 | 0.00 | 0.00 | 0.26 | 0.26 |
| Delay/Veh: | 43.3 | 0.0 | 47.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | 0.5 | 0.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 43.3 | 0.0 | 47.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | 0.5 | 0.5 |
| LOS by Move: | D | A | D | A | A | A | A | A | A | A | A | A |
| HCM2kAvgQ: | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 2 |

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.496 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 23 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 2 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 105 | 0 | 105 | 0 | 0 | 0 | 0 | 1002 | 518 | 377 | 885 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 105 | 0 | 105 | 0 | 0 | 0 | 0 | 1002 | 518 | 377 | 885 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 1002 | 518 | 377 | 885 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 1002 | 518 | 377 | 885 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 1002 | 518 | 377 | 885 | 0 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 2.00 | 3.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 3400 | 5100 | 0 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.30 | 0.11 | 0.17 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.390
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 20 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 52 | 436 | 145 | 46 | 696 | 10 | 1 | 4 | 22 | 264 | 47 | 114 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 52 | 436 | 145 | 46 | 696 | 10 | 1 | 4 | 22 | 264 | 47 | 114 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 52 | 436 | 145 | 46 | 696 | 10 | 1 | 4 | 22 | 264 | 47 | 114 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 52 | 436 | 145 | 46 | 696 | 10 | 1 | 4 | 22 | 264 | 47 | 114 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 52 | 436 | 145 | 46 | 696 | 10 | 1 | 4 | 22 | 264 | 47 | 114 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.96 | 0.04 | 1.00 | 0.15 | 0.85 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 5028 | 72 | 1700 | 262 | 1438 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.09 | 0.09 | 0.03 | 0.14 | 0.14 | 0.00 | 0.02 | 0.02 | 0.16 | 0.03 | 0.07 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.365 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 19 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 89 | 987 | 272 | 74 | 771 | 25 | 5 | 2 | 9 | 358 | 29 | 96 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 89 | 987 | 272 | 74 | 771 | 25 | 5 | 2 | 9 | 358 | 29 | 96 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 89 | 987 | 0 | 74 | 771 | 25 | 5 | 2 | 0 | 358 | 29 | 96 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 89 | 987 | 0 | 74 | 771 | 25 | 5 | 2 | 0 | 358 | 29 | 96 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 89 | 987 | 0 | 74 | 771 | 25 | 5 | 2 | 0 | 358 | 29 | 96 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.91 | 0.09 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4940 | 160 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.19 | 0.00 | 0.02 | 0.16 | 0.16 | 0.00 | 0.00 | 0.00 | 0.11 | 0.02 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 22 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 9 | 947 | 171 | 66 | 575 | 487 | 305 | 134 | 6 | 200 | 329 | 73 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 9 | 947 | 171 | 66 | 575 | 487 | 305 | 134 | 6 | 200 | 329 | 73 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 9 | 947 | 0 | 66 | 575 | 0 | 305 | 134 | 6 | 200 | 329 | 73 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 9 | 947 | 0 | 66 | 575 | 0 | 305 | 134 | 6 | 200 | 329 | 73 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 9 | 947 | 0 | 66 | 575 | 0 | 305 | 134 | 6 | 200 | 329 | 73 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.91 | 0.09 | 2.00 | 1.64 | 0.36 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3254 | 146 | 3400 | 2783 | 617 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.19 | 0.00 | 0.02 | 0.11 | 0.00 | 0.09 | 0.04 | 0.04 | 0.06 | 0.12 | 0.12 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.864
Loss Time (sec): 0 Average Delay (sec/veh): 14.5
Optimal Cycle: 168 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
 Loss Time (sec): 0 Average Delay (sec/veh): 11.9
 Optimal Cycle: 59 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 479 | 18 | 0 | 384 | 192 | 2702 | 0 | 525 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 479 | 18 | 0 | 384 | 192 | 2702 | 0 | 525 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 479 | 18 | 0 | 384 | 192 | 2702 | 0 | 525 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 479 | 18 | 0 | 384 | 192 | 2702 | 0 | 525 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 479 | 18 | 0 | 384 | 192 | 2702 | 0 | 525 | 0 | 0 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 0.75 | 0.92 | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 2.89 | 0.11 | 0.00 | 3.00 | 2.00 | 3.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 4974 | 187 | 0 | 5187 | 2842 | 5253 | 0 | 1615 | 0 | 0 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.10 | 0.10 | 0.00 | 0.07 | 0.07 | 0.51 | 0.00 | 0.33 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.16 | 0.16 | 0.00 | 0.16 | 0.16 | 0.84 | 0.00 | 0.84 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.61 | 0.61 | 0.00 | 0.47 | 0.43 | 0.61 | 0.00 | 0.39 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 40.6 | 40.6 | 0.0 | 38.7 | 38.7 | 2.8 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 40.6 | 40.6 | 0.0 | 38.7 | 38.7 | 2.8 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | D | A | D | D | A | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 6 | 6 | 0 | 4 | 3 | 10 | 0 | 4 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.705 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 38 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 5 | 443 | 41 | 88 | 1990 | 3 | 5 | 1 | 0 | 58 | 1 | 48 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 5 | 443 | 41 | 88 | 1990 | 3 | 5 | 1 | 0 | 58 | 1 | 48 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 5 | 443 | 41 | 88 | 1990 | 3 | 5 | 1 | 0 | 58 | 1 | 48 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 5 | 443 | 41 | 88 | 1990 | 3 | 5 | 1 | 0 | 58 | 1 | 48 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 5 | 443 | 41 | 88 | 1990 | 3 | 5 | 1 | 0 | 58 | 1 | 48 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.83 | 0.17 | 1.00 | 1.99 | 0.01 | 1.00 | 1.00 | 0.00 | 0.54 | 0.01 | 0.45 |
| Final Sat.: | 1700 | 3112 | 288 | 1700 | 3395 | 5 | 1700 | 1700 | 0 | 921 | 16 | 763 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.14 | 0.14 | 0.05 | 0.59 | 0.59 | 0.00 | 0.00 | 0.00 | 0.03 | 0.06 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.270 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 17 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 150 | 6 | 1 | 24 | 10 | 27 | 33 | 215 | 36 | 7 | 312 | 16 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 150 | 6 | 1 | 24 | 10 | 27 | 33 | 215 | 36 | 7 | 312 | 16 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 150 | 6 | 1 | 24 | 10 | 27 | 33 | 215 | 36 | 7 | 312 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 150 | 6 | 1 | 24 | 10 | 27 | 33 | 215 | 36 | 7 | 312 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 150 | 6 | 1 | 24 | 10 | 27 | 33 | 215 | 36 | 7 | 312 | 16 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.86 | 0.14 | 1.00 | 1.00 | 1.00 | 1.00 | 1.71 | 0.29 | 1.00 | 1.90 | 0.10 |
| Final Sat.: | 1700 | 1457 | 243 | 1700 | 1700 | 1700 | 1700 | 2912 | 488 | 1700 | 3234 | 166 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.00 | 0.00 | 0.01 | 0.01 | 0.02 | 0.02 | 0.07 | 0.07 | 0.00 | 0.10 | 0.10 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Average Delay (sec/veh): 75.5 Worst Case Level Of Service: F[1249.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing volume and growth factors for each movement.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up times.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing delay, LOS by movement, and shared queue/LOS values.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.181 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 15 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 49 | 8 | 19 | 0 | 9 | 15 | 33 | 109 | 94 | 17 | 309 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 49 | 8 | 19 | 0 | 9 | 15 | 33 | 109 | 94 | 17 | 309 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 49 | 8 | 19 | 0 | 9 | 15 | 33 | 109 | 94 | 17 | 309 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 49 | 8 | 19 | 0 | 9 | 15 | 33 | 109 | 94 | 17 | 309 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 49 | 8 | 19 | 0 | 9 | 15 | 33 | 109 | 94 | 17 | 309 | 4 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.97 | 0.03 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3357 | 43 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.02 | 0.03 | 0.06 | 0.01 | 0.09 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.475 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 23 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | | | |
| Rights: | Include | | | Include | | | Include | | | Include | | | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 167 | 0 | 123 | 22 | 1796 | 0 | 0 | 1172 | 31 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 167 | 0 | 123 | 22 | 1796 | 0 | 0 | 1172 | 31 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 167 | 0 | 123 | 22 | 1796 | 0 | 0 | 1172 | 31 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 167 | 0 | 123 | 22 | 1796 | 0 | 0 | 1172 | 31 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 167 | 0 | 123 | 22 | 1796 | 0 | 0 | 1172 | 31 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 5100 | 0 | 0 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.07 | 0.01 | 0.35 | 0.00 | 0.00 | 0.23 | 0.02 |
| Crit Moves: | | | | | | **** | | **** | | **** | | |

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Average Delay (sec/veh): 187.1 Worst Case Level Of Service: F[2735.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows including Critical Gap and FollowUpTim.

Capacity Module table with 12 columns and 4 rows including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 8 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 157 | 0 | 0 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | Volume |
| 0.00 | 0.09 | 0.00 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.00 | 0.131 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.13 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | |
| RTC | | 0.13 | RTC | | 0.13 | RTC | | 0.00 | RTC | | 0.03 | |
| Addl ICU | | -0.13 | Addl ICU | | -0.13 | Addl ICU | | 0.00 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.18 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 850 | Total Saturation |
| 0 | 140 | 0 | 111 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | Volume |
| 0.00 | 0.08 | 0.00 | 0.07 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.00 | 0.148 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | 0.15 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.07 | |
| RTC | | 0.08 | RTC | | 0.15 | RTC | | 0.06 | RTC | | 0.05 | |
| Addl ICU | | -0.08 | Addl ICU | | -0.15 | Addl ICU | | -0.06 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.20 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|------|------|-----------|-------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1257 | 443 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 35 | 37 | 74 | 0 | 0 | 105 | 37 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.02 | 0.04 | 0.00 | 0.00 | 0.08 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.00 | | V/C | 0.02 | | V/C | 0.08 | | 0.105 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.00 | | RTOG | 0.00 | | RTOG | 0.11 | | RTOG | 0.08 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.02 | | RTOR | 0.00 | | RTOR | 0.00 | | |
| RTC | 0.05 | | RTC | 0.02 | | RTC | 0.11 | | RTC | 0.08 | | |
| Addl ICU | -0.05 | | Addl ICU | 0.00 | | Addl ICU | -0.11 | | Addl ICU | 0.00 | | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.16 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 0 | 0 | 0 | 1309 | 391 | Total Saturation |
| 0 | 0 | 0 | 17 | 0 | 17 | 74 | 0 | 0 | 0 | 124 | 37 | Volume |
| 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.02 | 0.04 | 0.00 | 0.00 | 0.00 | 0.09 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.02 | | V/C | 0.04 | | V/C | 0.09 | | 0.158 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.02 | | RTOG | 0.02 | | RTOG | 0.14 | | RTOG | 0.09 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.04 | | RTOR | 0.02 | | RTOR | 0.02 | | |
| RTC | 0.08 | | RTC | 0.05 | | RTC | 0.15 | | RTC | 0.11 | | |
| Addl ICU | -0.08 | | Addl ICU | -0.03 | | Addl ICU | -0.15 | | Addl ICU | -0.02 | | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.21 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 17 | 0 | 0 | 92 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | 0.054 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.05 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | |
| RTC | | 0.05 | RTC | | 0.05 | RTC | | 0.00 | RTC | | 0.03 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.05 | Addl ICU | | 0.04 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.04 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.15 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 484 | 1216 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 17 | 0 | 0 | 74 | 186 | 157 | 0 | 17 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.15 | 0.15 | 0.09 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.15 | V/C | | 0.09 | V/C | | 0.00 | 0.245 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.15 | RTOG | | 0.09 | RTOG | | -0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.00 | RTOR | | 0.14 | |
| RTC | | 0.22 | RTC | | 0.22 | RTC | | 0.09 | RTC | | 0.01 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.07 | Addl ICU | | -0.08 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.30 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 175 | 0 | 0 | 260 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.10 | 0.00 | 0.00 | 0.15 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.15 | V/C | | 0.00 | V/C | | 0.00 | 0.153 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.15 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.05 | |
| RTC | | 0.15 | RTC | | 0.15 | RTC | | 0.00 | RTC | | 0.04 | |
| Addl ICU | | -0.15 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.20 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 436 | 37 | 24 | 40 | 28 | 9 | 17 | 383 | 445 | 51 | 317 | 37 | Volume |
| 0.13 | 0.02 | 0.00 | 0.02 | 0.02 | 0.01 | 0.01 | 0.11 | 0.26 | 0.02 | 0.09 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.13 | | V/C | 0.02 | | V/C | 0.11 | | V/C | 0.02 | | 0.272 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.02 | | RTOG | 0.11 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.02 | | RTOR | 0.03 | | RTOR | 0.13 | | RTOR | 0.12 | | |
| RTC | 0.13 | | RTC | 0.04 | | RTC | 0.21 | | RTC | 0.21 | | |
| Addl ICU | -0.13 | | Addl ICU | -0.04 | | Addl ICU | 0.05 | | Addl ICU | -0.19 | | |
| | 0.00 | | | 0.00 | | | 0.05 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 0 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 4050 | 1050 | 3400 | 3400 | 1700 | Total Saturation |
| 146 | 351 | 237 | 166 | 287 | 9 | 37 | 818 | 212 | 289 | 1009 | 115 | Volume |
| 0.04 | 0.07 | 0.00 | 0.05 | 0.06 | 0.01 | 0.01 | 0.20 | 0.20 | 0.09 | 0.30 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.05 | V/C | | 0.01 | V/C | | 0.30 | 0.425 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.07 | RTOG | | 0.22 | RTOG | | 0.30 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.01 | RTOR | | 0.06 | RTOR | | 0.05 | |
| RTC | | 0.15 | RTC | | 0.08 | RTC | | 0.27 | RTC | | 0.33 | |
| Addl ICU | | -0.15 | Addl ICU | | -0.08 | Addl ICU | | -0.07 | Addl ICU | | -0.27 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.48 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 1700 | 1700 | Total Saturation |
| 100 | 384 | 102 | 44 | 664 | 87 | 228 | 148 | 174 | 411 | 194 | 110 | Volume |
| 0.03 | 0.08 | 0.06 | 0.01 | 0.13 | 0.05 | 0.13 | 0.04 | 0.10 | 0.12 | 0.11 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.03 | | V/C | 0.13 | | V/C | 0.13 | | V/C | 0.11 | | 0.408 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.15 | | RTOG | 0.13 | | RTOG | 0.13 | | RTOG | 0.11 | | Right Turn Adjustment |
| RTOR | 0.20 | | RTOR | 0.13 | | RTOR | 0.03 | | RTOR | 0.08 | | |
| RTC | 0.30 | | RTC | 0.23 | | RTC | 0.15 | | RTC | 0.18 | | |
| Addl ICU | -0.24 | | Addl ICU | -0.18 | | Addl ICU | -0.05 | | Addl ICU | -0.11 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.46 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 89 | 474 | 81 | 37 | 1177 | 187 | 140 | 147 | 165 | 218 | 214 | 16 | Volume |
| 0.03 | 0.09 | 0.05 | 0.01 | 0.23 | 0.11 | 0.04 | 0.04 | 0.10 | 0.06 | 0.06 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.23 | | V/C | 0.04 | | V/C | 0.06 | | 0.364 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.25 | | RTOG | 0.23 | | RTOG | 0.04 | | RTOG | 0.07 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.04 | | RTOR | 0.03 | | RTOR | 0.16 | | |
| RTC | 0.29 | | RTC | 0.26 | | RTC | 0.06 | | RTC | 0.19 | | |
| Addl ICU | -0.25 | | Addl ICU | -0.15 | | Addl ICU | 0.03 | | Addl ICU | -0.18 | | |
| | 0.00 | | | 0.00 | | | 0.03 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.45 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 133 | 0 | 194 | 0 | 0 | 0 | 0 | 166 | 313 | 436 | 321 | 0 | Volume |
| 0.04 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.13 | 0.09 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.04 | | V/C | 0.00 | | V/C | 0.05 | | V/C | 0.13 | | 0.216 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | -0.04 | | RTOG | 0.05 | | RTOG | 0.18 | | Right Turn Adjustment |
| RTOR | 0.13 | | RTOR | 0.08 | | RTOR | 0.04 | | RTOR | 0.04 | | |
| RTC | 0.14 | | RTC | 0.02 | | RTC | 0.08 | | RTC | 0.21 | | |
| Addl ICU | -0.08 | | Addl ICU | -0.02 | | Addl ICU | -0.08 | | Addl ICU | -0.21 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 117 | 251 | 436 | 318 | 608 | 122 | 89 | 1063 | 201 | 481 | 946 | 105 | Volume |
| 0.03 | 0.05 | 0.13 | 0.09 | 0.18 | 0.07 | 0.03 | 0.16 | 0.12 | 0.14 | 0.19 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.18 | | V/C | 0.16 | | V/C | 0.14 | | 0.511 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.18 | | RTOG | 0.16 | | RTOG | 0.27 | | |
| RTOR | 0.14 | | RTOR | 0.11 | | RTOR | 0.03 | | RTOR | 0.16 | | |
| RTC | 0.23 | | RTC | 0.26 | | RTC | 0.18 | | RTC | 0.39 | | |
| Addl ICU | -0.10 | | Addl ICU | -0.19 | | Addl ICU | -0.06 | | Addl ICU | -0.33 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.56 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 61 | 469 | 11 | 10 | 1563 | 167 | 183 | 7 | 195 | 9 | 2 | 8 | Volume |
| 0.02 | 0.09 | 0.00 | 0.00 | 0.31 | 0.10 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.02 | V/C | | 0.31 | V/C | | 0.05 | V/C | | 0.00 | 0.379 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.32 | RTOG | | 0.31 | RTOG | | 0.05 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.02 | RTOR | | 0.23 | |
| RTC | | 0.36 | RTC | | 0.35 | RTC | | 0.07 | RTC | | 0.17 | |
| Addl ICU | | -0.36 | Addl ICU | | -0.25 | Addl ICU | | -0.07 | Addl ICU | | -0.17 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.43 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 2 | 1 | 1.5 | 0.5 | 1 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 1700 | 3400 | 1700 | 3027 | 373 | 1700 | 1700 | 1360 | 340 | Total Saturation |
| 171 | 403 | 12 | 2 | 1476 | 305 | 130 | 16 | 331 | 8 | 4 | 1 | Volume |
| 0.05 | 0.24 | 0.01 | 0.00 | 0.43 | 0.18 | 0.04 | 0.04 | 0.19 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.05 | | V/C | 0.43 | | V/C | 0.04 | | V/C | 0.00 | | 0.532 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.48 | | RTOG | 0.43 | | RTOG | 0.04 | | RTOG | 0.00 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.04 | | RTOR | 0.05 | | RTOR | 0.25 | | |
| RTC | 0.49 | | RTC | 0.47 | | RTC | 0.08 | | RTC | 0.19 | | |
| Addl ICU | -0.48 | | Addl ICU | -0.29 | | Addl ICU | 0.11 | | Addl ICU | -0.19 | | |
| | 0.00 | | | 0.00 | | | 0.11 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.70 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #304 Sand Canyon Ave (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 3400 | 1700 | 3400 | 3400 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 | Total Saturation |
| 0 | 556 | 111 | 82 | 1754 | 0 | 0 | 0 | 0 | 49 | 0 | 53 | Volume |
| 0.00 | 0.16 | 0.07 | 0.02 | 0.52 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.52 | V/C | | 0.00 | V/C | | 0.03 | 0.545 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.49 | RTOG | | 0.52 | RTOG | | -0.03 | RTOG | | 0.03 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.00 | RTOR | | 0.35 | |
| RTC | | 0.51 | RTC | | 0.54 | RTC | | -0.03 | RTC | | 0.29 | |
| Addl ICU | | -0.45 | Addl ICU | | -0.54 | Addl ICU | | 0.03 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.59 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 1 | 2 | 2 | 0 | 1.5 | 0.5 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 1700 | 3400 | 3400 | 0 | 3375 | 25 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 387 | 83 | 448 | 1331 | 0 | 269 | 2 | 818 | 0 | 0 | 0 | Volume |
| 0.00 | 0.23 | 0.05 | 0.13 | 0.39 | 0.00 | 0.08 | 0.08 | 0.32 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.39 | V/C | | 0.08 | V/C | | 0.00 | 0.471 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.26 | RTOG | | 0.39 | RTOG | | 0.08 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.00 | RTOR | | 0.16 | |
| RTC | | 0.26 | RTC | | 0.45 | RTC | | 0.08 | RTC | | 0.12 | |
| Addl ICU | | -0.21 | Addl ICU | | -0.45 | Addl ICU | | 0.24 | Addl ICU | | -0.12 | |
| | | 0.00 | | | 0.00 | | | 0.24 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3112 | 288 | 1700 | 3395 | 5 | 1700 | 1700 | 0 | 1671 | 29 | 850 | Total Saturation |
| 5 | 443 | 41 | 88 | 1990 | 3 | 5 | 1 | 0 | 58 | 1 | 48 | Volume |
| 0.00 | 0.14 | 0.14 | 0.05 | 0.59 | 0.59 | 0.00 | 0.00 | 0.00 | 0.03 | 0.03 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.59 | V/C | | 0.00 | V/C | | 0.03 | 0.627 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.54 | RTOG | | 0.59 | RTOG | | 0.00 | RTOG | | 0.03 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.45 | |
| RTC | | 0.57 | RTC | | 0.59 | RTC | | 0.01 | RTC | | 0.37 | |
| Addl ICU | | -0.42 | Addl ICU | | 0.00 | Addl ICU | | -0.01 | Addl ICU | | -0.31 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 0 | 2 | 1.0 | 1.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 956 | 744 | 3400 | 1700 | 1700 | Total Saturation |
| 29 | 213 | 8 | 134 | 708 | 162 | 20 | 9 | 7 | 4 | 12 | 5 | Volume |
| 0.02 | 0.04 | 0.00 | 0.08 | 0.21 | 0.10 | 0.01 | 0.01 | 0.01 | 0.00 | 0.01 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.02 | V/C | | 0.21 | V/C | | 0.01 | V/C | | 0.01 | 0.238 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.21 | RTOG | | 0.01 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.01 | RTOR | | 0.02 | RTOR | | 0.18 | |
| RTC | | 0.15 | RTC | | 0.21 | RTC | | 0.02 | RTC | | 0.14 | |
| Addl ICU | | -0.14 | Addl ICU | | -0.12 | Addl ICU | | -0.02 | Addl ICU | | -0.14 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.29 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 207 | 0 | 320 | 0 | 1666 | 187 | 123 | 1110 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.09 | 0.00 | 0.33 | 0.11 | 0.07 | 0.22 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.33 | V/C | | 0.07 | 0.521 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.12 | RTOG | | 0.12 | RTOG | | 0.33 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.18 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | -0.07 | RTC | | 0.26 | RTC | | 0.42 | RTC | | 0.49 | |
| Addl ICU | | 0.07 | Addl ICU | | -0.16 | Addl ICU | | -0.31 | Addl ICU | | -0.49 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.57 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 35 | 0 | 74 | 0 | 0 | 0 | 0 | 1760 | 108 | 0 | 1199 | 36 | Volume |
| 0.02 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.52 | 0.00 | 0.00 | 0.35 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.00 | V/C | | 0.52 | V/C | | 0.00 | 0.538 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | -0.02 | RTOG | | 0.52 | RTOG | | 0.52 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.17 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.02 | RTC | | 0.10 | RTC | | 0.53 | RTC | | 0.53 | |
| Addl ICU | | 0.02 | Addl ICU | | -0.10 | Addl ICU | | -0.53 | Addl ICU | | -0.51 | |
| | | 0.02 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.61 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | f | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 0 | 0 | 0 | 0 | 0 | 5100 | 1700 | 3400 | 5100 | 0 | Total Saturation |
| 105 | 0 | 105 | 0 | 0 | 0 | 0 | 1002 | 518 | 377 | 885 | 0 | Volume |
| 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.30 | 0.11 | 0.17 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.00 | | V/C | 0.20 | | V/C | 0.11 | | 0.338 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.03 | | RTOG | -0.03 | | RTOG | 0.20 | | RTOG | 0.31 | | Right Turn Adjustment |
| RTOR | 0.11 | | RTOR | 0.13 | | RTOR | 0.03 | | RTOR | 0.03 | | |
| RTC | 0.11 | | RTC | 0.07 | | RTC | 0.22 | | RTC | 0.33 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.07 | | Addl ICU | 0.09 | | Addl ICU | -0.33 | | |
| | 0.00 | | | 0.00 | | | 0.09 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.47 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5028 | 72 | 1700 | 262 | 1438 | 1700 | 1700 | 1700 | Total Saturation |
| 52 | 436 | 145 | 46 | 696 | 10 | 1 | 4 | 22 | 264 | 47 | 114 | Volume |
| 0.03 | 0.09 | 0.00 | 0.03 | 0.14 | 0.14 | 0.00 | 0.02 | 0.02 | 0.16 | 0.03 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.14 | | V/C | 0.02 | | V/C | 0.16 | | 0.340 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.14 | | RTOG | 0.14 | | RTOG | 0.02 | | RTOG | 0.17 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.14 | | RTOR | 0.03 | | RTOR | 0.08 | | |
| RTC | 0.26 | | RTC | 0.25 | | RTC | 0.04 | | RTC | 0.23 | | |
| Addl ICU | -0.26 | | Addl ICU | -0.11 | | Addl ICU | -0.02 | | Addl ICU | -0.17 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.39 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 4940 | 160 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 89 | 987 | 272 | 74 | 771 | 25 | 5 | 2 | 9 | 358 | 29 | 96 | Volume |
| 0.05 | 0.19 | 0.00 | 0.02 | 0.16 | 0.16 | 0.00 | 0.00 | 0.00 | 0.11 | 0.02 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.19 | V/C | | 0.02 | V/C | | 0.00 | V/C | | 0.11 | 0.322 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.16 | RTOG | | 0.00 | RTOG | | 0.10 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.09 | RTOR | | 0.06 | RTOR | | 0.02 | |
| RTC | | 0.27 | RTC | | 0.23 | RTC | | 0.05 | RTC | | 0.12 | |
| Addl ICU | | -0.27 | Addl ICU | | -0.07 | Addl ICU | | -0.05 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.37 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2783 | 617 | Total Saturation |
| 9 | 947 | 171 | 66 | 575 | 487 | 305 | 134 | 6 | 200 | 329 | 73 | Volume |
| 0.01 | 0.19 | 0.00 | 0.02 | 0.11 | 0.00 | 0.09 | 0.04 | 0.00 | 0.06 | 0.12 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.19 | V/C | | 0.02 | V/C | | 0.09 | V/C | | 0.12 | 0.413 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.20 | RTOG | | 0.15 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.02 | |
| RTC | | 0.31 | RTC | | 0.27 | RTC | | 0.22 | RTC | | 0.13 | |
| Addl ICU | | -0.31 | Addl ICU | | -0.27 | Addl ICU | | -0.21 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.46 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 971 | 4129 | 0 | 0 | 0 | 2550 | 0 | 2550 | Total Saturation |
| 0 | 2914 | 311 | 0 | 419 | 1782 | 0 | 0 | 0 | 150 | 0 | 714 | Volume |
| 0.00 | 0.57 | 0.00 | 0.00 | 0.43 | 0.43 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.28 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.57 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.06 | 0.630 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.57 | RTOG | | 0.57 | RTOG | | -0.06 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.06 | RTOR | | 0.14 | RTOR | | 0.00 | |
| RTC | | 0.62 | RTC | | 0.62 | RTC | | 0.05 | RTC | | 0.06 | |
| Addl ICU | | -0.62 | Addl ICU | | -0.18 | Addl ICU | | -0.05 | Addl ICU | | 0.22 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.22 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.90 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 4915 | 185 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 479 | 18 | 0 | 384 | 192 | 2702 | 0 | 525 | 0 | 0 | 0 | Volume |
| 0.00 | 0.10 | 0.10 | 0.00 | 0.08 | 0.00 | 0.53 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.10 | V/C | | 0.00 | V/C | | 0.53 | V/C | | 0.00 | 0.627 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.10 | RTOG | | 0.53 | RTOG | | -0.53 | Right Turn Adjustment |
| RTOR | | 0.53 | RTOR | | 0.53 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.49 | RTC | | 0.49 | RTC | | 0.55 | RTC | | -0.53 | |
| Addl ICU | | -0.40 | Addl ICU | | -0.49 | Addl ICU | | -0.24 | Addl ICU | | 0.53 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1457 | 243 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 150 | 6 | 1 | 24 | 10 | 27 | 33 | 215 | 36 | 7 | 312 | 16 | Volume |
| 0.09 | 0.00 | 0.00 | 0.01 | 0.01 | 0.02 | 0.02 | 0.13 | 0.02 | 0.00 | 0.18 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.09 | | V/C | 0.01 | | V/C | 0.02 | | V/C | 0.18 | | 0.297 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.08 | | RTOG | 0.01 | | RTOG | 0.20 | | RTOG | 0.18 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.02 | | RTOR | 0.09 | | RTOR | 0.09 | | |
| RTC | 0.14 | | RTC | 0.02 | | RTC | 0.27 | | RTC | 0.25 | | |
| Addl ICU | -0.13 | | Addl ICU | 0.00 | | Addl ICU | -0.24 | | Addl ICU | -0.24 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.35 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 161 | 0 | 14 | 0 | 0 | 0 | 0 | 1467 | 215 | 7 | 1032 | 0 | Volume |
| 0.09 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 | 0.13 | 0.00 | 0.20 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.09 | V/C | | 0.00 | V/C | | 0.29 | V/C | | 0.00 | 0.386 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | -0.09 | RTOG | | 0.29 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.09 | |
| RTC | | 0.10 | RTC | | -0.03 | RTC | | 0.36 | RTC | | 0.36 | |
| Addl ICU | | -0.09 | Addl ICU | | 0.03 | Addl ICU | | -0.23 | Addl ICU | | -0.36 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.44 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 0 | 1275 | 2125 | 1700 | 3400 | 1700 | 1700 | 3357 | 43 | Total Saturation |
| 49 | 8 | 19 | 0 | 9 | 15 | 33 | 109 | 94 | 17 | 309 | 4 | Volume |
| 0.01 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.02 | 0.03 | 0.06 | 0.01 | 0.09 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.01 | V/C | | 0.01 | V/C | | 0.02 | V/C | | 0.09 | 0.133 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.01 | RTOG | | 0.10 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.02 | RTOR | | 0.01 | RTOR | | 0.02 | |
| RTC | | 0.08 | RTC | | 0.02 | RTC | | 0.11 | RTC | | 0.10 | |
| Addl ICU | | -0.07 | Addl ICU | | -0.01 | Addl ICU | | -0.06 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.18 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 3 | 0 | 0 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 5100 | 0 | 44 | 5056 | 1700 | Total Saturation |
| 0 | 0 | 30 | 167 | 0 | 123 | 22 | 1796 | 0 | 10 | 1162 | 31 | Volume |
| 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.07 | 0.01 | 0.35 | 0.00 | 0.23 | 0.23 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.35 | V/C | | 0.23 | 0.631 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.05 | RTOG | | 0.35 | RTOG | | 0.57 | Right Turn Adjustment |
| RTOR | | 0.23 | RTOR | | 0.35 | RTOR | | 0.05 | RTOR | | 0.05 | |
| RTC | | 0.17 | RTC | | 0.31 | RTC | | 0.39 | RTC | | 0.61 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.24 | Addl ICU | | -0.39 | Addl ICU | | -0.59 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.68 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 0.0 | 1 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 3400 | 5100 | 0 | Total Saturation |
| 154 | 7 | 14 | 0 | 22 | 0 | 0 | 1013 | 468 | 30 | 885 | 0 | Volume |
| 0.09 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.28 | 0.01 | 0.17 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.09 | V/C | | 0.00 | V/C | | 0.20 | V/C | | 0.01 | 0.298 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.00 | RTOG | | 0.20 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.03 | RTOR | | 0.09 | RTOR | | 0.09 | |
| RTC | | 0.10 | RTC | | 0.03 | RTC | | 0.27 | RTC | | 0.27 | |
| Addl ICU | | -0.09 | Addl ICU | | -0.03 | Addl ICU | | 0.01 | Addl ICU | | -0.27 | |
| | | 0.00 | | | 0.00 | | | 0.01 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.36 | | | | | | | | | | | | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2013 – WITH PROJECT
2012 MODIFIED PROJECT OPTION 1
PM PEAK HOUR**

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Impact Analysis Report
 Level Of Service

| Intersection | LOS | Base | | LOS | Future | | Change in | |
|-------------------------------------|-----|-------------|---------|-----|-------------|---------|--------------|-----|
| | | Del/ Veh | V/ C | | Del/ Veh | V/ C | | |
| # 1 "B" St & Driveway 1 | A | 9.1 | 0.019 | A | 9.1 | 0.019 | + 0.000 | D/V |
| # 2 "B" St & Driveway 2 | A | 8.6 | 0.016 | A | 8.6 | 0.016 | + 0.000 | D/V |
| # 3 Driveway 3 & "LQ" St | A | 8.6 | 0.018 | A | 8.6 | 0.018 | + 0.000 | D/V |
| # 4 Driveway 4 & "LQ" St | A | 8.8 | 0.010 | A | 8.8 | 0.010 | + 0.000 | D/V |
| # 5 "LQ" St & Driveway 5 | A | 8.5 | 0.034 | A | 8.5 | 0.034 | + 0.000 | D/V |
| # 6 "LQ" St & Driveway 6 | A | 9.0 | 0.083 | A | 9.0 | 0.083 | + 0.000 | D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 | D/V |
| #282 Jeffrey Rd & Portola Pkwy | A | xxxxxx | 0.349 | A | xxxxxx | 0.349 | + 0.000 | V/C |
| #283 Jeffrey Rd & Irvine Blvd | A | xxxxxx | 0.554 | A | xxxxxx | 0.554 | + 0.000 | V/C |
| #284 Jeffrey Rd & Bryan Ave | A | xxxxxx | 0.480 | A | xxxxxx | 0.480 | + 0.000 | V/C |
| #285 Jeffrey Rd & Trabuco Rd | A | xxxxxx | 0.490 | A | xxxxxx | 0.490 | + 0.000 | V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx | 0.294 | A | xxxxxx | 0.294 | + 0.000 | V/C |
| #301 Sand Canyon Ave & Irvine Blvd | A | xxxxxx | 0.512 | A | xxxxxx | 0.512 | + 0.000 | V/C |
| #302 Sand Canyon Ave & Trabuco Rd | A | xxxxxx | 0.385 | A | xxxxxx | 0.385 | + 0.000 | V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | B | 18.4 | 0.433 | B | 18.4 | 0.433 | + 0.000 | D/V |
| #304 Sand Canyon Ave & Marine Wy | B | xxxxxx | 0.621 | B | xxxxxx | 0.621 | + 0.000 | V/C |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 19.3 | 0.733 | B | 19.3 | 0.733 | + 0.000 | D/V |
| #306 Sand Canyon Ave & Oak Canyon R | A | xxxxxx | 0.297 | A | xxxxxx | 0.297 | + 0.000 | V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | A | 5.0 | 0.413 | A | 5.0 | 0.413 | + 0.000 | D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | A | 4.3 | 0.458 | A | 4.3 | 0.458 | + 0.000 | D/V |
| #338 Alton Pkwy & Irvine Blvd | A | xxxxxx | 0.498 | A | xxxxxx | 0.498 | + 0.000 | V/C |
| #339 Alton Pkwy & Toledo Wy | A | xxxxxx | 0.420 | A | xxxxxx | 0.420 | + 0.000 | V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx | 0.351 | A | xxxxxx | 0.351 | + 0.000 | V/C |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #341 Alton Pkwy & Barranca Pkwy | A xxxxxx | 0.450 | A xxxxxx | 0.450 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | B 13.3 | 1.015 | B 13.3 | 1.015 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | B 18.6 | 0.668 | B 18.6 | 0.668 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | A xxxxxx | 0.599 | A xxxxxx | 0.599 | + 0.000 V/C |
| #556 Ridge Valley & Portola Pkwy | A xxxxxx | 0.205 | A xxxxxx | 0.205 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | F 86.2 | 0.721 | F 86.2 | 0.721 | + 0.000 D/V |
| #571 Portola Springs & Portola Pkwy | A xxxxxx | 0.150 | A xxxxxx | 0.150 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | A xxxxxx | 0.478 | A xxxxxx | 0.478 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | F 165.6 | 0.966 | F 165.6 | 0.966 | + 0.000 D/V |

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 1 Scenario

Signal Warrant Summary Report

| Intersection | Base Met | Future Met |
|--------------------------------------|-------------|-------------|
| | [Del / Vol] | [Del / Vol] |
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #563 "B" St & Irvine Blvd | No / No | ??? / ??? |
| #800 "A-02" St/"LQ" St & Irvine Blvd | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 157 | 0 | 0 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 9.1 | | | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=17]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=397]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|---|---|-----|------------|---|---|---|------------|---|---|---|---|---|---|----|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 157 | | 0 | 0 | | 223 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 17 |
| Major Street Volume: | | | | | 380 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 17 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 477 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Delay Signal Warrant Report

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|----|---|--------------|----|----|------------|---|---|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 72 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 8.6 | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=9]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=129]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|----|---|----|------------|---|-----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 72 | | 0 | 24 | | 24 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 9 |
| Major Street Volume: | | | | | | | | | | | 120 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 9 | | | | | | | | | |
| Minor Approach Volume Threshold: | 1015 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Delay Signal Warrant Report

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|---|----|--------------|---|---|---|----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | | 8 | 16 | 0 | | | 0 | 54 | 8 | | |
| ApproachDel: | xxxxxx | | | | 8.6 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=18]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=104]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|---|----|--------------|---|---|---|----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | | 8 | 16 | 0 | | | 0 | 54 | 8 | | |
| Major Street Volume: | | | | | 86 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 18 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1130 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Delay Signal Warrant Report

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|---|---|--------------|----|---|---|
| Movement: | L | T | R | | L | T | R | | L | T | R | | L | T | R | |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 16 | 0 | 0 | 0 | 0 | 53 | 0 | 8 |
| ApproachDel: | xxxxxx | | | | 8.8 | | | | xxxxxx | | | | xxxxxx | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=18]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=95]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|---|--------------|---|---|---|----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 9 | 9 | 16 | 0 | 0 | 0 | 0 | 0 | 53 | 8 | 8 | 8 |
| Major Street Volume: | | | | | 77 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 18 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1168 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|--------------|---|---|--------------|---|---|------------|---|---|------------|---|---|----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 9 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 8.5 | | | xxxxxx | | | | | | | | | | |

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=36]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=70]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|---|---|--------------|---|---|----|------------|---|---|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 9 | | 0 | 0 | | 25 | | 0 | 0 | | 0 | | 36 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 34 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 36 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1121 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Delay Signal Warrant Report

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|---|---|--------------|----|----|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 9 | 0 | 0 | 16 | 40 | 81 | 0 | 9 | 0 | 0 | 0 | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.0 | | | xxxxxx | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=90]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=155]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|---|---|--------------|----|----|------------|---|---|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 9 | 0 | 0 | 16 | 40 | 81 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Major Street Volume: | 65 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 90 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1550 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|----|---|--------------|----|----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 90 | 0 | 0 | 56 | 56 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | |
|----------------------------------|--------------|----|---|---|--------------|----|----|---|------------|---|---|---|------------|---|---|---|---|
| Movement: | L | T | R | | L | T | R | | L | T | R | | L | T | R | | |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 90 | 0 | 0 | 0 | 56 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Major Street Volume: | 202 | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 0 | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 836 | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Delay Signal Warrant Report

 Intersection #563 "B" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|-------------|---|---|-------------|---|---|--------------|---|---|--------------|----|---|---|-----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | | | | | | |
| Lanes: | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 0 | 0 |
| FinalVolume: | 86 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1013 | 41 | 0 | 0 | 885 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | 86.2 | | | xxxxxxx | | | xxxxxxx | | | xxxxxxx | | | | | | | | | | |

 Approach[northbound][lanes=2][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=2.2]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=90]
 FAIL - Approach volume less than 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=2029]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #563 "B" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------------------------|---|---|---|-------------|---|---|---|--------------|---|---|------|--------------|----|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 0 | 0 |
| FinalVolume: | 86 | | 0 | | 4 | 0 | | 0 | | 0 | 0 | 1013 | | 41 | | 0 | 885 | | 0 | |
| Major Street Volume: | 1939 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 90 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 89 [less than minimum of 150] | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Delay Signal Warrant Report

 Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|---|-----|--------------|-----|---|---|------|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 |
| FinalVolume: | 79 | | 5 | | 5 | 0 | | 3 | | 0 | 0 | 723 | | 102 | | 0 | 1439 | | 0 | |
| ApproachDel: | 165.6 | | | | 98.8 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=4.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=89]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2356]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=3]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2356]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|----------------------------------|-------------------------------|---|---|-------------|---|---|--------------|-----|-----|--------------|------|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 |
| FinalVolume: | 79 | 5 | 5 | 0 | 3 | 0 | 0 | 723 | 102 | 0 | 1439 | 0 | | | |
| Major Street Volume: | 2264 | | | | | | | | | | | | | | |
| Minor Approach Volume: | 89 | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 23 [less than minimum of 150] | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows including Critical Gap and FollowUpTime.

Capacity Module table with 12 columns and 4 rows including Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 8 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: A[8.6]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|--------------|---|---|--------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 72 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 72 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 72 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 72 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |

Critical Gap Module:

| | | | | | | | | | | | | |
|--------------|-------|------|-------|-----|------|-------|-------|------|-------|-------|------|-----|
| Critical Gp: | xxxxx | xxxx | xxxxx | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 6.2 |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 3.3 |

Capacity Module:

| | | | | | | | | | | | | |
|--------------|------|------|-------|------|------|-------|------|------|-------|------|------|------|
| Cnflct Vol: | xxxx | xxxx | xxxxx | 72 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 72 |
| Potent Cap.: | xxxx | xxxx | xxxxx | 1541 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 996 |
| Move Cap.: | xxxx | xxxx | xxxxx | 1541 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 996 |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.02 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.01 |

Level of Service Module:

| | | | | | | | | | | | | |
|--------------|--------|------|-------|--------|------|-------|--------|------|-------|-------|------|-------|
| 2Way95thQ: | xxxx | xxxx | xxxxx | 0.0 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.0 |
| Control Del: | xxxxx | xxxx | xxxxx | 7.4 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.6 |
| LOS by Move: | * | * | * | A | * | * | * | * | * | * | * | A |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 8.6 | | |
| ApproachLOS: | | * | | | * | | | * | | | A | |

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[8.6]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|--------------|---|---|--------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 18 | 8 | 16 | 0 | 0 | 54 | 8 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 18 | 8 | 16 | 0 | 0 | 54 | 8 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 18 | 8 | 16 | 0 | 0 | 54 | 8 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 18 | 8 | 16 | 0 | 0 | 54 | 8 |

Critical Gap Module:

| | | | | | | | | | | | | |
|--------------|-------|------|-------|-------|------|-----|-----|------|-------|-------|------|-------|
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 6.2 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |

Capacity Module:

| | | | | | | | | | | | | |
|--------------|------|------|-------|------|------|------|------|------|-------|------|------|-------|
| Cnflct Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | 58 | 62 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | 1014 | 1554 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | 1014 | 1554 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | 0.02 | 0.01 | xxxx | xxxx | xxxx | xxxx | xxxx |

Level of Service Module:

| | | | | | | | | | | | | |
|--------------|--------|------|-------|-------|------|-------|--------|------|-------|--------|------|-------|
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.1 | 0.0 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.6 | 7.3 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | A | A | * | * | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | | | 8.6 | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | | | | | | A | * | | | * | | |

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: A[8.8]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|--------------|---|---|--------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 0 | 0 | 0 | 9 | 0 | 9 | 16 | 0 | 0 | 0 | 53 | 8 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 9 | 0 | 9 | 16 | 0 | 0 | 0 | 53 | 8 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 9 | 0 | 9 | 16 | 0 | 0 | 0 | 53 | 8 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 9 | 0 | 9 | 16 | 0 | 0 | 0 | 53 | 8 |

| Critical Gap Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------|-------------|------|-------|-------------|-----|-----|------------|------|-------|------------|------|-------|
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.4 | 6.5 | 6.2 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |

| Capacity Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|------------------|-------------|------|-------|-------------|------|------|------------|------|-------|------------|------|-------|
| Cnflct Vol: | xxxx | xxxx | xxxxx | 89 | 89 | 57 | 61 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 917 | 805 | 1015 | 1555 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 909 | 797 | 1015 | 1555 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.01 | 0.00 | 0.01 | 0.01 | xxxx | xxxx | xxxx | xxxx | xxxx |

| Level Of Service Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------------------|-------------|------|-------|-------------|------|-------|------------|------|-------|------------|------|-------|
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.0 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 7.3 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | A | * | * | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 959 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 0.1 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 8.8 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | A | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 8.8 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | | * | | A | | | * | | | * | | |

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: A[8.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustment factors for each approach.

Critical Gap Module: Table showing critical gap and follow-up time values for each approach.

Capacity Module: Table showing conflict volume, potential capacity, move capacity, and volume/capacity ratio.

Level of Service Module: Table showing 2-way LOS, control delay, LOS by movement, shared capacity, shared queue, shared control delay, and shared LOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: A[9.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module table with 12 columns showing critical gap and follow-up time values.

Capacity Module table with 12 columns showing conflict volume, potent capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns showing delay, LOS, and approach delay values.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustment factors for each approach.

Critical Gap Module table with 12 columns showing critical gap and follow-up time for each approach.

Capacity Module table with 12 columns showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns showing 2Way95thQ, control delay, LOS by movement, shared capacity, and shared queue delay.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.349 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 19 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 465 | 12 | 51 | 10 | 12 | 24 | 9 | 220 | 158 | 39 | 510 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 465 | 12 | 51 | 10 | 12 | 24 | 9 | 220 | 158 | 39 | 510 | 4 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 465 | 12 | 0 | 10 | 12 | 24 | 9 | 220 | 158 | 39 | 510 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 465 | 12 | 0 | 10 | 12 | 24 | 9 | 220 | 158 | 39 | 510 | 4 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 465 | 12 | 0 | 10 | 12 | 24 | 9 | 220 | 158 | 39 | 510 | 4 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.14 | 0.01 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.06 | 0.09 | 0.01 | 0.15 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.554 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 26 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 1 | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 320 | 361 | 220 | 57 | 135 | 16 | 22 | 744 | 196 | 265 | 1283 | 155 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 320 | 361 | 220 | 57 | 135 | 16 | 22 | 744 | 196 | 265 | 1283 | 155 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 320 | 361 | 0 | 57 | 135 | 16 | 22 | 744 | 196 | 265 | 1283 | 155 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 320 | 361 | 0 | 57 | 135 | 16 | 22 | 744 | 196 | 265 | 1283 | 155 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 320 | 361 | 0 | 57 | 135 | 16 | 22 | 744 | 196 | 265 | 1283 | 155 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.37 | 0.63 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4037 | 1063 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.07 | 0.00 | 0.02 | 0.03 | 0.01 | 0.01 | 0.18 | 0.18 | 0.08 | 0.38 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.480 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 23 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 1 |
| | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 289 | 810 | 398 | 67 | 429 | 103 | 85 | 180 | 106 | 165 | 149 | 61 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 289 | 810 | 398 | 67 | 429 | 103 | 85 | 180 | 106 | 165 | 149 | 61 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 289 | 810 | 398 | 67 | 429 | 103 | 85 | 180 | 106 | 165 | 149 | 61 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 289 | 810 | 398 | 67 | 429 | 103 | 85 | 180 | 106 | 165 | 149 | 61 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 289 | 810 | 398 | 67 | 429 | 103 | 85 | 180 | 106 | 165 | 149 | 61 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.01 | 0.99 | 2.00 | 3.00 | 1.00 | 1.00 | 1.26 | 0.74 | 2.00 | 0.71 | 0.29 |
| Final Sat.: | 3400 | 3420 | 1680 | 3400 | 5100 | 1700 | 1700 | 2140 | 1260 | 3400 | 1206 | 494 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.24 | 0.24 | 0.02 | 0.08 | 0.06 | 0.05 | 0.08 | 0.08 | 0.05 | 0.12 | 0.12 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.490 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 23 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | |
| Rights: | Include | | | Include | | | Include | | | Include | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 167 | 1402 | 259 | 12 | 687 | 81 | 192 | 138 | 118 | 142 | 141 | 53 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 167 | 1402 | 259 | 12 | 687 | 81 | 192 | 138 | 118 | 142 | 141 | 53 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 167 | 1402 | 259 | 12 | 687 | 81 | 192 | 138 | 118 | 142 | 141 | 53 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 167 | 1402 | 259 | 12 | 687 | 81 | 192 | 138 | 118 | 142 | 141 | 53 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 167 | 1402 | 259 | 12 | 687 | 81 | 192 | 138 | 118 | 142 | 141 | 53 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.53 | 0.47 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 4305 | 795 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.33 | 0.33 | 0.00 | 0.13 | 0.05 | 0.06 | 0.04 | 0.07 | 0.04 | 0.04 | 0.03 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.294 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 17 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | | | |
| Lanes: | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 426 | 0 | 321 | 0 | 0 | 0 | 0 | 224 | 69 | 180 | 208 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 426 | 0 | 321 | 0 | 0 | 0 | 0 | 224 | 69 | 180 | 208 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 426 | 0 | 321 | 0 | 0 | 0 | 0 | 224 | 0 | 180 | 208 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 426 | 0 | 321 | 0 | 0 | 0 | 0 | 224 | 0 | 180 | 208 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 426 | 0 | 321 | 0 | 0 | 0 | 0 | 224 | 0 | 180 | 208 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.05 | 0.06 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.512 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 24 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 345 | 524 | 332 | 72 | 216 | 77 | 139 | 597 | 108 | 327 | 1306 | 227 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 345 | 524 | 332 | 72 | 216 | 77 | 139 | 597 | 108 | 327 | 1306 | 227 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 345 | 524 | 332 | 72 | 216 | 77 | 139 | 597 | 108 | 327 | 1306 | 227 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 345 | 524 | 332 | 72 | 216 | 77 | 139 | 597 | 108 | 327 | 1306 | 227 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 345 | 524 | 332 | 72 | 216 | 77 | 139 | 597 | 108 | 327 | 1306 | 227 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.10 | 0.10 | 0.02 | 0.06 | 0.05 | 0.04 | 0.09 | 0.06 | 0.10 | 0.26 | 0.13 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.385 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 20 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 1 | |
| | 0 | 1 | | 2 | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 154 | 1421 | 3 | 8 | 570 | 118 | 155 | 4 | 72 | 11 | 29 | 12 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 154 | 1421 | 3 | 8 | 570 | 118 | 155 | 4 | 72 | 11 | 29 | 12 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 154 | 1421 | 0 | 8 | 570 | 118 | 155 | 4 | 0 | 11 | 29 | 12 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 154 | 1421 | 0 | 8 | 570 | 118 | 155 | 4 | 0 | 11 | 29 | 12 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 154 | 1421 | 0 | 8 | 570 | 118 | 155 | 4 | 0 | 11 | 29 | 12 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.12 | 0.88 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3607 | 1493 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.28 | 0.00 | 0.00 | 0.11 | 0.07 | 0.05 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 0 Average Delay (sec/veh): 18.4
Optimal Cycle: 40 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors such as Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 12 columns representing saturation flow parameters: Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Sand Canyon Ave & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.621 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 30 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | | | | |
| Control: | Permitted | | | Protected | | | Protected | | | Protected | | | | | | | | | | | | | |
| Rights: | Include | | | Include | | | Include | | | Include | | | | | | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | | | | | | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | | 2 | 0 | 2 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 1671 | 58 | 44 | 631 | 0 | 0 | 0 | 0 | 84 | 0 | 114 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1671 | 58 | 44 | 631 | 0 | 0 | 0 | 0 | 84 | 0 | 114 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1671 | 58 | 44 | 631 | 0 | 0 | 0 | 0 | 84 | 0 | 114 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1671 | 58 | 44 | 631 | 0 | 0 | 0 | 0 | 84 | 0 | 114 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1671 | 58 | 44 | 631 | 0 | 0 | 0 | 0 | 84 | 0 | 114 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3400 | 1700 | 3400 | 3400 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 |

-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.49 | 0.03 | 0.01 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.07 |
| Crit Moves: | **** | | | **** | | | | | | **** | | |

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 0 Average Delay (sec/veh): 19.3
Optimal Cycle: 85 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.297
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 17 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 2 | 0 |
| | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 11 | 469 | 7 | 18 | 285 | 32 | 162 | 21 | 50 | 17 | 10 | 165 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 11 | 469 | 7 | 18 | 285 | 32 | 162 | 21 | 50 | 17 | 10 | 165 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 11 | 469 | 7 | 18 | 285 | 32 | 162 | 21 | 50 | 17 | 10 | 165 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 11 | 469 | 7 | 18 | 285 | 32 | 162 | 21 | 50 | 17 | 10 | 165 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 11 | 469 | 7 | 18 | 285 | 32 | 162 | 21 | 50 | 17 | 10 | 165 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.70 | 0.30 | 2.00 | 0.30 | 0.70 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 4585 | 515 | 3400 | 503 | 1197 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.09 | 0.00 | 0.01 | 0.06 | 0.06 | 0.05 | 0.04 | 0.04 | 0.01 | 0.01 | 0.10 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.413
 Loss Time (sec): 0 Average Delay (sec/veh): 5.0
 Optimal Cycle: 39 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 24 | 0 | 145 | 0 | 988 | 67 | 55 | 1878 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 24 | 0 | 145 | 0 | 988 | 67 | 55 | 1878 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 24 | 0 | 145 | 0 | 988 | 67 | 55 | 1878 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 24 | 0 | 145 | 0 | 988 | 67 | 55 | 1878 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 24 | 0 | 145 | 0 | 988 | 67 | 55 | 1878 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.75 | 1.00 | 0.90 | 0.90 | 0.95 | 0.91 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 2.00 | 0.00 | 3.75 | 0.25 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1805 | 0 | 2842 | 0 | 6412 | 435 | 1805 | 5187 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.05 | 0.00 | 0.15 | 0.15 | 0.03 | 0.36 | 0.00 |
| Crit Moves: | | | | | | **** | **** | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.12 | 0.00 | 0.73 | 0.73 | 0.14 | 0.88 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.41 | 0.00 | 0.21 | 0.21 | 0.21 | 0.41 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 39.1 | 0.0 | 41.3 | 0.0 | 4.3 | 4.3 | 38.1 | 1.3 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 39.1 | 0.0 | 41.3 | 0.0 | 4.3 | 4.3 | 38.1 | 1.3 | 0.0 |
| LOS by Move: | A | A | A | D | A | D | A | A | A | D | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 3 | 2 | 4 | 0 |

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458
 Loss Time (sec): 0 Average Delay (sec/veh): 4.3
 Optimal Cycle: 42 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 122 | 0 | 78 | 0 | 0 | 0 | 0 | 810 | 194 | 0 | 1796 | 201 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 122 | 0 | 78 | 0 | 0 | 0 | 0 | 810 | 194 | 0 | 1796 | 201 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 122 | 0 | 78 | 0 | 0 | 0 | 0 | 810 | 0 | 0 | 1796 | 201 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 122 | 0 | 78 | 0 | 0 | 0 | 0 | 810 | 0 | 0 | 1796 | 201 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 122 | 0 | 78 | 0 | 0 | 0 | 0 | 810 | 0 | 0 | 1796 | 201 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.88 | 1.00 | 0.90 | 0.90 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 | 0.00 | 2.70 | 0.30 |
| Final Sat.: | 1805 | 0 | 1615 | 0 | 0 | 0 | 0 | 3610 | 3344 | 0 | 4595 | 514 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.00 | 0.39 | 0.39 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |
| Green/Cycle: | 0.15 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.85 | 0.00 | 0.00 | 0.85 | 0.85 |
| Volume/Cap: | 0.46 | 0.00 | 0.33 | 0.00 | 0.00 | 0.00 | 0.00 | 0.26 | 0.00 | 0.00 | 0.46 | 0.46 |
| Delay/Veh: | 40.2 | 0.0 | 39.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 1.9 | 1.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 40.2 | 0.0 | 39.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 1.9 | 1.9 |
| LOS by Move: | D | A | D | A | A | A | A | A | A | A | A | A |
| HCM2kAvgQ: | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 6 | 6 |

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.498 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 24 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 566 | 0 | 233 | 0 | 0 | 0 | 0 | 721 | 71 | 142 | 1436 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 566 | 0 | 233 | 0 | 0 | 0 | 0 | 721 | 71 | 142 | 1436 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 566 | 0 | 0 | 0 | 0 | 0 | 0 | 721 | 71 | 142 | 1436 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 566 | 0 | 0 | 0 | 0 | 0 | 0 | 721 | 71 | 142 | 1436 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 566 | 0 | 0 | 0 | 0 | 0 | 0 | 721 | 71 | 142 | 1436 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 2.00 | 3.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 3400 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.14 | 0.04 | 0.04 | 0.28 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.420 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 21 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 21 | 806 | 363 | 26 | 397 | 4 | 5 | 37 | 64 | 139 | 15 | 72 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 21 | 806 | 363 | 26 | 397 | 4 | 5 | 37 | 64 | 139 | 15 | 72 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 21 | 806 | 363 | 26 | 397 | 4 | 5 | 37 | 64 | 139 | 15 | 72 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 21 | 806 | 363 | 26 | 397 | 4 | 5 | 37 | 64 | 139 | 15 | 72 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 21 | 806 | 363 | 26 | 397 | 4 | 5 | 37 | 64 | 139 | 15 | 72 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.97 | 0.03 | 1.00 | 0.37 | 0.63 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 5049 | 51 | 1700 | 623 | 1077 | 1700 | 1700 | 1700 |

-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.16 | 0.21 | 0.02 | 0.08 | 0.08 | 0.00 | 0.06 | 0.06 | 0.08 | 0.01 | 0.04 |
| Crit Moves: | | | **** | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.351
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 19 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 8 | 954 | 360 | 60 | 887 | 1 | 18 | 23 | 72 | 281 | 7 | 97 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 8 | 954 | 360 | 60 | 887 | 1 | 18 | 23 | 72 | 281 | 7 | 97 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 8 | 954 | 0 | 60 | 887 | 1 | 18 | 23 | 0 | 281 | 7 | 97 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 8 | 954 | 0 | 60 | 887 | 1 | 18 | 23 | 0 | 281 | 7 | 97 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 8 | 954 | 0 | 60 | 887 | 1 | 18 | 23 | 0 | 281 | 7 | 97 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.99 | 0.01 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5094 | 6 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.19 | 0.00 | 0.02 | 0.17 | 0.17 | 0.01 | 0.01 | 0.00 | 0.08 | 0.00 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 22 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 9 | 655 | 341 | 94 | 765 | 388 | 576 | 541 | 5 | 129 | 170 | 83 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 9 | 655 | 341 | 94 | 765 | 388 | 576 | 541 | 5 | 129 | 170 | 83 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 9 | 655 | 0 | 94 | 765 | 0 | 576 | 541 | 5 | 129 | 170 | 83 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 9 | 655 | 0 | 94 | 765 | 0 | 576 | 541 | 5 | 129 | 170 | 83 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 9 | 655 | 0 | 94 | 765 | 0 | 576 | 541 | 5 | 129 | 170 | 83 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.98 | 0.02 | 2.00 | 1.34 | 0.66 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3369 | 31 | 3400 | 2285 | 1115 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.13 | 0.00 | 0.03 | 0.15 | 0.00 | 0.17 | 0.16 | 0.16 | 0.04 | 0.07 | 0.07 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.015
Loss Time (sec): 0 Average Delay (sec/veh): 13.3
Optimal Cycle: 180 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 0 Average Delay (sec/veh): 18.6
Optimal Cycle: 69 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.599 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 29 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 7 | 1407 | 59 | 85 | 654 | 1 | 5 | 0 | 3 | 47 | 0 | 64 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 7 | 1407 | 59 | 85 | 654 | 1 | 5 | 0 | 3 | 47 | 0 | 64 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 7 | 1407 | 59 | 85 | 654 | 1 | 5 | 0 | 3 | 47 | 0 | 64 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 7 | 1407 | 59 | 85 | 654 | 1 | 5 | 0 | 3 | 47 | 0 | 64 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 7 | 1407 | 59 | 85 | 654 | 1 | 5 | 0 | 3 | 47 | 0 | 64 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.92 | 0.08 | 1.00 | 1.99 | 0.01 | 1.00 | 0.00 | 1.00 | 0.42 | 0.00 | 0.58 |
| Final Sat.: | 1700 | 3263 | 137 | 1700 | 3395 | 5 | 1700 | 0 | 1700 | 720 | 0 | 980 |

-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.43 | 0.43 | 0.05 | 0.19 | 0.19 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.07 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.205 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 15 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 50 | 4 | 2 | 11 | 3 | 25 | 25 | 277 | 87 | 7 | 151 | 15 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 50 | 4 | 2 | 11 | 3 | 25 | 25 | 277 | 87 | 7 | 151 | 15 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 50 | 4 | 2 | 11 | 3 | 25 | 25 | 277 | 87 | 7 | 151 | 15 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 50 | 4 | 2 | 11 | 3 | 25 | 25 | 277 | 87 | 7 | 151 | 15 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 50 | 4 | 2 | 11 | 3 | 25 | 25 | 277 | 87 | 7 | 151 | 15 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.67 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.52 | 0.48 | 1.00 | 1.82 | 0.18 |
| Final Sat.: | 1700 | 1133 | 567 | 1700 | 1700 | 1700 | 1700 | 2587 | 813 | 1700 | 3093 | 307 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.11 | 0.11 | 0.00 | 0.05 | 0.05 |
| Crit Moves: | **** | | | | | **** | **** | **** | | **** | | |

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: F[86.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 5 rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns for movements and 2 rows for Critical Gap and FollowUpTim.

Capacity Module: Table with 12 columns for movements and 4 rows for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns for movements and 6 rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.150 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 14 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 64 | 2 | 21 | 0 | 2 | 1 | 2 | 256 | 62 | 9 | 151 | 1 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 64 | 2 | 21 | 0 | 2 | 1 | 2 | 256 | 62 | 9 | 151 | 1 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 64 | 2 | 21 | 0 | 2 | 1 | 2 | 256 | 62 | 9 | 151 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 64 | 2 | 21 | 0 | 2 | 1 | 2 | 256 | 62 | 9 | 151 | 1 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 64 | 2 | 21 | 0 | 2 | 1 | 2 | 256 | 62 | 9 | 151 | 1 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.33 | 0.67 | 1.00 | 2.00 | 1.00 | 1.00 | 1.99 | 0.01 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 2267 | 1133 | 1700 | 3400 | 1700 | 1700 | 3378 | 22 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.04 | 0.01 | 0.04 | 0.04 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.478 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 23 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 36 | 0 | 36 | 73 | 776 | 0 | 0 | 1857 | 111 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 36 | 0 | 36 | 73 | 776 | 0 | 0 | 1857 | 111 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 36 | 0 | 36 | 73 | 776 | 0 | 0 | 1857 | 111 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 36 | 0 | 36 | 73 | 776 | 0 | 0 | 1857 | 111 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 36 | 0 | 36 | 73 | 776 | 0 | 0 | 1857 | 111 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 5100 | 0 | 0 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | 0.04 | 0.15 | 0.00 | 0.00 | 0.36 | 0.07 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 1 Scenario

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: F[165.6]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|--------------|---|---|--------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 79 | 5 | 5 | 0 | 3 | 0 | 0 | 723 | 102 | 0 | 1439 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 79 | 5 | 5 | 0 | 3 | 0 | 0 | 723 | 102 | 0 | 1439 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 79 | 5 | 5 | 0 | 3 | 0 | 0 | 723 | 102 | 0 | 1439 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 79 | 5 | 5 | 0 | 3 | 0 | 0 | 723 | 102 | 0 | 1439 | 0 |

Critical Gap Module:

| | | | | | | | | | | | | |
|--------------|-----|-----|-----|-----|-----|-----|-------|------|-------|-------|------|-------|
| Critical Gp: | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |

Capacity Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|-------|------|------|-------|
| Cnflct Vol: | 1495 | 2213 | 413 | 1803 | 2264 | 720 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | 87 | 45 | 594 | 51 | 41 | 375 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | 82 | 45 | 594 | 46 | 41 | 375 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | 0.97 | 0.11 | 0.01 | 0.00 | 0.07 | 0.00 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx |

Level of Service Module:

| | | | | | | | | | | | | |
|--------------|-------|------|-------|-------|------|-------|---------|------|-------|---------|------|-------|
| 2Way95thQ: | 5.3 | 0.4 | 0.0 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | 179.8 | 95.9 | 11.1 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | F | F | B | * | * | * | * | * | * | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | 41 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 0.2 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 98.8 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | F | * | * | * | * | * | * |
| ApproachDel: | 165.6 | | | 98.8 | | | xxxxxxx | | | xxxxxxx | | |
| ApproachLOS: | F | | | F | | | * | | | * | | |

 Note: Queue reported is the number of cars per lane.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 81 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | Volume |
| 0.00 | 0.05 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.048 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.05 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.05 | RTC | | 0.05 | RTC | | 0.01 | RTC | | 0.00 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.05 | Addl ICU | | -0.01 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.10 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 850 | Total Saturation |
| 0 | 72 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | Volume |
| 0.00 | 0.04 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.01 | V/C | | 0.00 | V/C | | 0.00 | 0.056 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.06 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.01 | |
| RTC | | 0.04 | RTC | | 0.06 | RTC | | 0.03 | RTC | | 0.01 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.06 | Addl ICU | | -0.03 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.11 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1481 | 219 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 18 | 8 | 16 | 0 | 0 | 54 | 8 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.04 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.04 | 0.041 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.04 | RTOG | | 0.04 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.02 | RTC | | 0.00 | RTC | | 0.04 | RTC | | 0.04 | |
| Addl ICU | | -0.02 | Addl ICU | | 0.01 | Addl ICU | | -0.04 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.01 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.10 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 0 | 0 | 0 | 1477 | 223 | Total Saturation |
| 0 | 0 | 0 | 9 | 0 | 9 | 16 | 0 | 0 | 0 | 53 | 8 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.04 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.01 | V/C | | 0.04 | 0.056 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.01 | RTOG | | 0.05 | RTOG | | 0.04 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.02 | RTC | | 0.02 | RTC | | 0.05 | RTC | | 0.04 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.01 | Addl ICU | | -0.05 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.11 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 9 | 0 | 0 | 25 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.00 | V/C | | 0.00 | 0.015 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.01 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | |
| RTC | | 0.01 | RTC | | 0.01 | RTC | | 0.00 | RTC | | 0.01 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.01 | Addl ICU | | 0.02 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.02 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.09 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 486 | 1214 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 9 | 0 | 0 | 16 | 40 | 81 | 0 | 9 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.03 | 0.03 | 0.05 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.05 | V/C | | 0.00 | 0.081 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.03 | RTOG | | 0.05 | RTOG | | -0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.00 | RTOR | | 0.03 | |
| RTC | | 0.07 | RTC | | 0.07 | RTC | | 0.05 | RTC | | -0.03 | |
| Addl ICU | | -0.07 | Addl ICU | | -0.04 | Addl ICU | | -0.04 | Addl ICU | | 0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.13 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 90 | 0 | 0 | 56 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.05 | 0.00 | 0.00 | 0.03 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.053 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.05 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.05 | RTC | | 0.05 | RTC | | 0.02 | RTC | | 0.00 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.02 | Addl ICU | | -0.02 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.10 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 465 | 12 | 51 | 10 | 12 | 24 | 9 | 220 | 158 | 39 | 510 | 4 | Volume |
| 0.14 | 0.01 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.06 | 0.09 | 0.01 | 0.15 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.14 | | V/C | 0.01 | | V/C | 0.01 | | V/C | 0.15 | | 0.299 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.14 | | RTOG | 0.01 | | RTOG | 0.14 | | RTOG | 0.15 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.01 | | RTOR | 0.14 | | RTOR | 0.14 | | |
| RTC | 0.21 | | RTC | 0.01 | | RTC | 0.25 | | RTC | 0.25 | | |
| Addl ICU | -0.21 | | Addl ICU | 0.00 | | Addl ICU | -0.15 | | Addl ICU | -0.25 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.35 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 0 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 4037 | 1063 | 3400 | 3400 | 1700 | Total Saturation |
| 320 | 361 | 220 | 57 | 135 | 16 | 22 | 744 | 196 | 265 | 1283 | 155 | Volume |
| 0.09 | 0.07 | 0.00 | 0.02 | 0.03 | 0.01 | 0.01 | 0.18 | 0.18 | 0.08 | 0.38 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.09 | | V/C | 0.03 | | V/C | 0.01 | | V/C | 0.38 | | 0.504 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.10 | | RTOG | 0.03 | | RTOG | 0.31 | | RTOG | 0.38 | | Right Turn Adjustment |
| RTOR | 0.20 | | RTOR | 0.01 | | RTOR | 0.09 | | RTOR | 0.05 | | |
| RTC | 0.25 | | RTC | 0.03 | | RTC | 0.38 | | RTC | 0.41 | | |
| Addl ICU | -0.25 | | Addl ICU | -0.02 | | Addl ICU | -0.19 | | Addl ICU | -0.32 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.55 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 1700 | 1700 | Total Saturation |
| 289 | 810 | 398 | 67 | 429 | 103 | 85 | 180 | 106 | 165 | 149 | 61 | Volume |
| 0.09 | 0.16 | 0.23 | 0.02 | 0.08 | 0.06 | 0.05 | 0.05 | 0.06 | 0.05 | 0.09 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.02 | V/C | | 0.05 | V/C | | 0.09 | 0.316 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.09 | RTOG | | 0.09 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.05 | RTOR | | 0.09 | RTOR | | 0.02 | |
| RTC | | 0.22 | RTC | | 0.13 | RTC | | 0.16 | RTC | | 0.10 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.07 | Addl ICU | | -0.10 | Addl ICU | | -0.07 | |
| | | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 167 | 1402 | 259 | 12 | 687 | 81 | 192 | 138 | 118 | 142 | 141 | 53 | Volume |
| 0.05 | 0.27 | 0.15 | 0.00 | 0.13 | 0.05 | 0.06 | 0.04 | 0.07 | 0.04 | 0.04 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.27 | | V/C | 0.00 | | V/C | 0.06 | | V/C | 0.04 | | 0.376 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.27 | | RTOG | 0.23 | | RTOG | 0.06 | | RTOG | 0.04 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.06 | | RTOR | 0.14 | | RTOR | 0.00 | | |
| RTC | 0.32 | | RTC | 0.27 | | RTC | 0.16 | | RTC | 0.04 | | |
| Addl ICU | -0.17 | | Addl ICU | -0.22 | | Addl ICU | -0.09 | | Addl ICU | -0.01 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.43 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 426 | 0 | 321 | 0 | 0 | 0 | 0 | 224 | 69 | 180 | 208 | 0 | Volume |
| 0.13 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.05 | 0.06 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.07 | V/C | | 0.05 | 0.244 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | -0.13 | RTOG | | 0.07 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.06 | RTOR | | 0.13 | RTOR | | 0.13 | |
| RTC | | 0.17 | RTC | | -0.08 | RTC | | 0.16 | RTC | | 0.21 | |
| Addl ICU | | -0.07 | Addl ICU | | 0.08 | Addl ICU | | -0.16 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 345 | 524 | 332 | 72 | 216 | 77 | 139 | 597 | 108 | 327 | 1306 | 227 | Volume |
| 0.10 | 0.10 | 0.10 | 0.02 | 0.06 | 0.05 | 0.04 | 0.09 | 0.06 | 0.10 | 0.26 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.10 | V/C | | 0.06 | V/C | | 0.04 | V/C | | 0.26 | 0.462 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.14 | RTOG | | 0.06 | RTOG | | 0.20 | RTOG | | 0.26 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.04 | RTOR | | 0.10 | RTOR | | 0.06 | |
| RTC | | 0.30 | RTC | | 0.09 | RTC | | 0.28 | RTC | | 0.30 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.05 | Addl ICU | | -0.21 | Addl ICU | | -0.17 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.51 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 154 | 1421 | 3 | 8 | 570 | 118 | 155 | 4 | 72 | 11 | 29 | 12 | Volume |
| 0.05 | 0.28 | 0.00 | 0.00 | 0.11 | 0.07 | 0.05 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.28 | V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.01 | 0.332 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.28 | RTOG | | 0.24 | RTOG | | 0.05 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.17 | RTOR | | 0.00 | |
| RTC | | 0.32 | RTC | | 0.27 | RTC | | 0.17 | RTC | | 0.01 | |
| Addl ICU | | -0.32 | Addl ICU | | -0.20 | Addl ICU | | -0.17 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 2 | 1 | 1.5 | 0.5 | 1 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 1700 | 3400 | 1700 | 3319 | 81 | 1700 | 1700 | 850 | 850 | Total Saturation |
| 615 | 1137 | 21 | 1 | 505 | 155 | 411 | 10 | 139 | 6 | 1 | 1 | Volume |
| 0.18 | 0.67 | 0.01 | 0.00 | 0.15 | 0.09 | 0.12 | 0.12 | 0.08 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.67 | V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.00 | 0.797 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.67 | RTOG | | 0.49 | RTOG | | 0.12 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.13 | RTOR | | 0.52 | RTOR | | 0.00 | |
| RTC | | 0.67 | RTC | | 0.58 | RTC | | 0.51 | RTC | | 0.00 | |
| Addl ICU | | -0.66 | Addl ICU | | -0.49 | Addl ICU | | -0.43 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.85 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #304 Sand Canyon Ave (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 3400 | 1700 | 3400 | 3400 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 | Total Saturation |
| 0 | 1671 | 58 | 44 | 631 | 0 | 0 | 0 | 0 | 84 | 0 | 114 | Volume |
| 0.00 | 0.49 | 0.03 | 0.01 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.49 | V/C | | 0.01 | V/C | | 0.00 | V/C | | 0.05 | 0.554 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.49 | RTOG | | 0.50 | RTOG | | -0.05 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.32 | RTOR | | 0.01 | |
| RTC | | 0.53 | RTC | | 0.54 | RTC | | 0.19 | RTC | | 0.06 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.54 | Addl ICU | | -0.19 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.61 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 1 | 2 | 2 | 0 | 1.5 | 0.5 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 1700 | 3400 | 3400 | 0 | 3375 | 25 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 1333 | 263 | 220 | 504 | 0 | 410 | 3 | 290 | 0 | 0 | 0 | Volume |
| 0.00 | 0.78 | 0.15 | 0.06 | 0.15 | 0.00 | 0.12 | 0.12 | 0.11 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.78 | V/C | | 0.06 | V/C | | 0.12 | V/C | | 0.00 | 0.970 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.78 | RTOG | | 0.85 | RTOG | | 0.12 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.12 | RTOR | | 0.70 | RTOR | | 0.06 | |
| RTC | | 0.78 | RTC | | 0.94 | RTC | | 0.65 | RTC | | 0.05 | |
| Addl ICU | | -0.63 | Addl ICU | | -0.94 | Addl ICU | | -0.53 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 1.02 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3263 | 137 | 1700 | 3395 | 5 | 1700 | 0 | 1700 | 1700 | 0 | 850 | Total Saturation |
| 7 | 1407 | 59 | 85 | 654 | 1 | 5 | 0 | 3 | 47 | 0 | 64 | Volume |
| 0.00 | 0.43 | 0.43 | 0.05 | 0.19 | 0.19 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.43 | V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.03 | 0.509 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.43 | RTOG | | 0.48 | RTOG | | 0.00 | RTOG | | 0.02 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.29 | RTOR | | 0.05 | |
| RTC | | 0.45 | RTC | | 0.50 | RTC | | 0.22 | RTC | | 0.06 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.31 | Addl ICU | | -0.21 | Addl ICU | | 0.01 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.01 | | 0.01 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.57 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 0 | 2 | 1.0 | 1.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 503 | 1197 | 3400 | 1700 | 1700 | Total Saturation |
| 11 | 469 | 7 | 18 | 285 | 32 | 162 | 21 | 50 | 17 | 10 | 165 | Volume |
| 0.01 | 0.09 | 0.00 | 0.01 | 0.08 | 0.02 | 0.05 | 0.04 | 0.04 | 0.01 | 0.01 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.09 | V/C | | 0.01 | V/C | | 0.05 | V/C | | 0.01 | 0.156 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.10 | RTOG | | 0.05 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.05 | RTOR | | 0.02 | RTOR | | 0.01 | |
| RTC | | 0.10 | RTC | | 0.13 | RTC | | 0.06 | RTC | | 0.01 | |
| Addl ICU | | -0.10 | Addl ICU | | -0.11 | Addl ICU | | -0.02 | Addl ICU | | 0.08 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.08 | | 0.08 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.29 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 24 | 0 | 145 | 0 | 988 | 67 | 55 | 1878 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.04 | 0.00 | 0.19 | 0.04 | 0.03 | 0.37 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.00 | V/C | | 0.37 | 0.382 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.01 | RTOG | | 0.34 | RTOG | | 0.37 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.00 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.12 | RTC | | 0.01 | RTC | | 0.35 | RTC | | 0.38 | |
| Addl ICU | | -0.12 | Addl ICU | | 0.03 | Addl ICU | | -0.31 | Addl ICU | | -0.38 | |
| | | 0.00 | | | 0.03 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.46 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 122 | 0 | 78 | 0 | 0 | 0 | 0 | 810 | 194 | 0 | 1796 | 201 | Volume |
| 0.07 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.00 | 0.53 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.07 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.53 | | 0.600 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.07 | | RTOG | -0.07 | | RTOG | 0.53 | | RTOG | 0.53 | | Right Turn Adjustment |
| RTOR | 0.29 | | RTOR | 0.00 | | RTOR | 0.07 | | RTOR | 0.07 | | |
| RTC | 0.29 | | RTC | -0.07 | | RTC | 0.58 | | RTC | 0.58 | | |
| Addl ICU | -0.24 | | Addl ICU | 0.07 | | Addl ICU | -0.58 | | Addl ICU | -0.46 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.65 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | f | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 0 | 0 | 0 | 0 | 0 | 5100 | 1700 | 3400 | 5100 | 0 | Total Saturation |
| 566 | 0 | 233 | 0 | 0 | 0 | 0 | 721 | 71 | 142 | 1436 | 0 | Volume |
| 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.14 | 0.04 | 0.04 | 0.28 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.17 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.28 | | 0.448 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.17 | | RTOG | -0.17 | | RTOG | 0.24 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.00 | | RTOR | 0.17 | | RTOR | 0.17 | | |
| RTC | 0.27 | | RTC | -0.17 | | RTC | 0.36 | | RTC | 0.41 | | |
| Addl ICU | -0.27 | | Addl ICU | 0.17 | | Addl ICU | -0.32 | | Addl ICU | -0.41 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.50 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5049 | 51 | 1700 | 623 | 1077 | 1700 | 1700 | 1700 | Total Saturation |
| 21 | 806 | 363 | 26 | 397 | 4 | 5 | 37 | 64 | 139 | 15 | 72 | Volume |
| 0.01 | 0.16 | 0.00 | 0.02 | 0.08 | 0.08 | 0.00 | 0.06 | 0.06 | 0.08 | 0.01 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.16 | V/C | | 0.02 | V/C | | 0.06 | V/C | | 0.08 | 0.315 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.16 | RTOG | | 0.06 | RTOG | | 0.14 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.13 | RTOR | | 0.09 | RTOR | | 0.02 | |
| RTC | | 0.22 | RTC | | 0.26 | RTC | | 0.13 | RTC | | 0.15 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.18 | Addl ICU | | -0.07 | Addl ICU | | -0.11 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.36 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5094 | 6 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 8 | 954 | 360 | 60 | 887 | 1 | 18 | 23 | 72 | 281 | 7 | 97 | Volume |
| 0.00 | 0.19 | 0.00 | 0.02 | 0.17 | 0.17 | 0.01 | 0.01 | 0.00 | 0.08 | 0.00 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.19 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.08 | 0.301 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.20 | RTOG | | 0.01 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.09 | RTOR | | 0.03 | RTOR | | 0.02 | |
| RTC | | 0.25 | RTC | | 0.27 | RTC | | 0.04 | RTC | | 0.10 | |
| Addl ICU | | -0.25 | Addl ICU | | -0.09 | Addl ICU | | -0.04 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.35 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2285 | 1115 | Total Saturation |
| 9 | 655 | 341 | 94 | 765 | 388 | 576 | 541 | 5 | 129 | 170 | 83 | Volume |
| 0.01 | 0.13 | 0.00 | 0.03 | 0.15 | 0.00 | 0.17 | 0.16 | 0.00 | 0.04 | 0.07 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.13 | V/C | | 0.15 | V/C | | 0.17 | V/C | | 0.07 | 0.522 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.15 | RTOG | | 0.21 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.17 | RTOR | | 0.01 | RTOR | | 0.03 | |
| RTC | | 0.19 | RTC | | 0.28 | RTC | | 0.21 | RTC | | 0.09 | |
| Addl ICU | | -0.19 | Addl ICU | | -0.28 | Addl ICU | | -0.21 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.57 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 1239 | 3861 | 0 | 0 | 0 | 2550 | 0 | 2550 | Total Saturation |
| 0 | 2381 | 1032 | 0 | 855 | 2664 | 0 | 0 | 0 | 43 | 0 | 236 | Volume |
| 0.00 | 0.47 | 0.00 | 0.00 | 0.69 | 0.69 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.02 | 0.017 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.69 | RTOG | | 0.47 | RTOG | | -0.02 | RTOG | | 0.02 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.70 | RTC | | 0.48 | RTC | | -0.02 | RTC | | 0.02 | |
| Addl ICU | | -0.70 | Addl ICU | | 0.21 | Addl ICU | | 0.02 | Addl ICU | | 0.08 | |
| | | 0.00 | | | 0.21 | | | 0.00 | | | 0.08 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.35 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 4736 | 364 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 1262 | 97 | 0 | 382 | 505 | 2117 | 0 | 183 | 0 | 0 | 0 | Volume |
| 0.00 | 0.27 | 0.27 | 0.00 | 0.07 | 0.00 | 0.42 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.27 | V/C | | 0.00 | V/C | | 0.42 | V/C | | 0.00 | 0.682 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.27 | RTOG | | 0.42 | RTOG | | -0.42 | Right Turn Adjustment |
| RTOR | | 0.42 | RTOR | | 0.42 | RTOR | | 0.19 | RTOR | | 0.00 | |
| RTC | | 0.58 | RTC | | 0.58 | RTC | | 0.56 | RTC | | -0.42 | |
| Addl ICU | | -0.31 | Addl ICU | | -0.58 | Addl ICU | | -0.45 | Addl ICU | | 0.42 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.73 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1133 | 567 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 50 | 4 | 2 | 11 | 3 | 25 | 25 | 277 | 87 | 7 | 151 | 15 | Volume |
| 0.03 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.16 | 0.05 | 0.00 | 0.09 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.00 | V/C | | 0.16 | V/C | | 0.00 | 0.198 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.00 | RTOG | | 0.16 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.03 | RTC | | 0.06 | RTC | | 0.19 | RTC | | 0.17 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.05 | Addl ICU | | -0.13 | Addl ICU | | -0.16 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.25 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 86 | 0 | 4 | 0 | 0 | 0 | 0 | 821 | 41 | 6 | 1512 | 0 | Volume |
| 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.02 | 0.00 | 0.30 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.30 | 0.347 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | -0.05 | RTOG | | 0.29 | RTOG | | 0.30 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.05 | |
| RTC | | 0.15 | RTC | | -0.05 | RTC | | 0.33 | RTC | | 0.33 | |
| Addl ICU | | -0.15 | Addl ICU | | 0.05 | Addl ICU | | -0.31 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.40 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 0 | 2267 | 1133 | 1700 | 3400 | 1700 | 1700 | 3378 | 22 | Total Saturation |
| 64 | 2 | 21 | 0 | 2 | 1 | 2 | 256 | 62 | 9 | 151 | 1 | Volume |
| 0.02 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.04 | 0.01 | 0.04 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.00 | V/C | | 0.08 | V/C | | 0.01 | 0.100 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.00 | RTOG | | 0.08 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.04 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.02 | RTC | | 0.03 | RTC | | 0.09 | RTC | | 0.09 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.03 | Addl ICU | | -0.05 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.15 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 3 | 0 | 0 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 5100 | 0 | 19 | 5081 | 1700 | Total Saturation |
| 0 | 0 | 5 | 36 | 0 | 36 | 73 | 776 | 0 | 7 | 1857 | 111 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | 0.04 | 0.15 | 0.00 | 0.37 | 0.37 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.00 | | V/C | 0.01 | | V/C | 0.15 | | V/C | 0.37 | | 0.528 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.00 | | RTOG | 0.01 | | RTOG | 0.15 | | RTOG | 0.47 | | Right Turn Adjustment |
| RTOR | 0.37 | | RTOR | 0.15 | | RTOR | 0.01 | | RTOR | 0.01 | | |
| RTC | 0.27 | | RTC | 0.12 | | RTC | 0.16 | | RTC | 0.48 | | |
| Addl ICU | -0.27 | | Addl ICU | -0.10 | | Addl ICU | -0.16 | | Addl ICU | -0.42 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 0.0 | 1 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 3400 | 5100 | 0 | Total Saturation |
| 79 | 5 | 5 | 0 | 3 | 0 | 0 | 723 | 102 | 6 | 1439 | 0 | Volume |
| 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.14 | 0.06 | 0.00 | 0.28 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.28 | | 0.329 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.05 | | RTOG | 0.00 | | RTOG | 0.28 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.00 | | RTOR | 0.05 | | RTOR | 0.04 | | |
| RTC | 0.15 | | RTC | 0.00 | | RTC | 0.32 | | RTC | 0.31 | | |
| Addl ICU | -0.15 | | Addl ICU | 0.00 | | Addl ICU | -0.26 | | Addl ICU | -0.31 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2013 – WITH PROJECT
2012 MODIFIED PROJECT OPTION 2
AM PEAK HOUR**

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Impact Analysis Report
 Level Of Service

| Intersection | LOS | Base | | LOS | Future | | Change in | |
|-------------------------------------|-----|-------------|---------|-----|-------------|---------|--------------|-----|
| | | Del/ Veh | V/ C | | Del/ Veh | V/ C | | |
| # 1 "B" St & Driveway 1 | A | 9.1 | 0.019 | A | 9.1 | 0.019 | + 0.000 | D/V |
| # 2 "B" St & Driveway 2 | A | 9.0 | 0.076 | A | 9.0 | 0.076 | + 0.000 | D/V |
| # 3 Driveway 3 & "LQ" St | A | 9.0 | 0.038 | A | 9.0 | 0.038 | + 0.000 | D/V |
| # 4 Driveway 4 & "LQ" St | A | 9.8 | 0.052 | A | 9.8 | 0.052 | + 0.000 | D/V |
| # 5 "LQ" St & Driveway 5 | A | 9.0 | 0.072 | A | 9.0 | 0.072 | + 0.000 | D/V |
| # 6 "LQ" St & Driveway 6 | B | 10.4 | 0.194 | B | 10.4 | 0.194 | + 0.000 | D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 | D/V |
| #282 Jeffrey Rd & Portola Pkwy | A | xxxxxx | 0.471 | A | xxxxxx | 0.471 | + 0.000 | V/C |
| #283 Jeffrey Rd & Irvine Blvd | A | xxxxxx | 0.475 | A | xxxxxx | 0.475 | + 0.000 | V/C |
| #284 Jeffrey Rd & Bryan Ave | A | xxxxxx | 0.523 | A | xxxxxx | 0.523 | + 0.000 | V/C |
| #285 Jeffrey Rd & Trabuco Rd | A | xxxxxx | 0.468 | A | xxxxxx | 0.468 | + 0.000 | V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx | 0.284 | A | xxxxxx | 0.284 | + 0.000 | V/C |
| #301 Sand Canyon Ave & Irvine Blvd | A | xxxxxx | 0.571 | A | xxxxxx | 0.571 | + 0.000 | V/C |
| #302 Sand Canyon Ave & Trabuco Rd | A | xxxxxx | 0.429 | A | xxxxxx | 0.429 | + 0.000 | V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | B | 17.6 | 0.667 | B | 17.6 | 0.667 | + 0.000 | D/V |
| #304 Sand Canyon Ave & Marine Wy | A | xxxxxx | 0.595 | A | xxxxxx | 0.595 | + 0.000 | V/C |
| #305 Sand Canyon Ave & I-5 SB Ramps | C | 22.6 | 0.705 | C | 22.6 | 0.705 | + 0.000 | D/V |
| #306 Sand Canyon Ave & Oak Canyon R | A | xxxxxx | 0.251 | A | xxxxxx | 0.251 | + 0.000 | V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 13.0 | 0.456 | B | 13.0 | 0.456 | + 0.000 | D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | A | 2.3 | 0.535 | A | 2.3 | 0.535 | + 0.000 | D/V |
| #338 Alton Pkwy & Irvine Blvd | A | xxxxxx | 0.496 | A | xxxxxx | 0.496 | + 0.000 | V/C |
| #339 Alton Pkwy & Toledo Wy | A | xxxxxx | 0.390 | A | xxxxxx | 0.390 | + 0.000 | V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx | 0.365 | A | xxxxxx | 0.365 | + 0.000 | V/C |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|--------------|-------------|--------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #341 Alton Pkwy & Barranca Pkwy | A | xxxxxx 0.463 | A | xxxxxx 0.463 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | B | 14.5 0.864 | B | 14.5 0.864 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | B | 11.9 0.611 | B | 11.9 0.611 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | C | xxxxxx 0.705 | C | xxxxxx 0.705 | + 0.000 V/C |
| #556 Ridge Valley & Portola Pkwy | A | xxxxxx 0.270 | A | xxxxxx 0.270 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | F | 679.7 2.334 | F | 679.7 2.334 | + 0.000 D/V |
| #571 Portola Springs & Portola Pkwy | A | xxxxxx 0.181 | A | xxxxxx 0.181 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | A | xxxxxx 0.475 | A | xxxxxx 0.475 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | F | OVRFL 3.695 | F | OVRFL 3.695 | + 0.000 D/V |

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 2

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|--------------------------------------|-------------------------|---------------------------|
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #563 "B" St & Irvine Blvd | Yes / Yes | ??? / ??? |
| #800 "A-02" St/"LQ" St & Irvine Blvd | Yes / Yes | ??? / ??? |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|----|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 157 | 0 | 0 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | | | |
| ApproachDel: | xxxxxxx | | | xxxxxxx | | | xxxxxxx | | | 9.1 | | | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=17]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=397]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|---|---|-----|------------|---|---|---|------------|---|---|---|---|---|---|----|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 157 | | 0 | 0 | | 223 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 17 |
| Major Street Volume: | | | | | 380 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 17 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 477 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | |
|--------------|--------------|-----|---|--------------|---|-----|------------|---|---|------------|---|---|---|---|---|----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 140 | 0 | 0 | 0 | 111 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| ApproachDel: | xxxxxxx | | | xxxxxxx | | | xxxxxxx | | | 9.0 | | | | | | |

 Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=17]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=379]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|-----|-----|---|------------|---|---|---|------------|---|---|---|---|---|---|----|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 140 | | 0 | 111 | 111 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 17 |
| Major Street Volume: | | | | | 362 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 17 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 635 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | | 37 | 74 | 0 | | | 0 | 105 | 37 | | |
| ApproachDel: | xxxxxx | | | | 9.0 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=35]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=288]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | | 37 | 74 | 0 | | | 0 | 105 | 37 | | |
| Major Street Volume: | | | | | 253 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 35 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 758 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|-------------|---|---|-------------|---|----|--------------|---|---|--------------|-----|----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 0 | 17 | 0 | 17 | 74 | 0 | 0 | 0 | 124 | 37 |
| ApproachDel: | xxxxxx | | | 9.8 | | | xxxxxx | | | xxxxxx | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=34]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=269]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|----|---|----|--------------|----|----|---|--------------|---|---|---|-----|----|----|----|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 17 | 17 | 17 | 74 | 0 | 0 | 0 | 0 | 0 | 124 | 37 | 37 | 37 |
| Major Street Volume: | | | | | 235 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 34 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 784 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|--------------|----|---|--------------|---|---|------------|---|---|------------|---|---|----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 17 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.0 | | | xxxxxx | | | | | | | | | | |

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=70]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=179]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|---|---|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 17 | | 0 | 0 | | 92 | | 0 | 0 | | 0 | | 70 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 109 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 70 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 811 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|----|---|--------------|----|-----|------------|---|----|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 17 | 0 | 0 | 74 | 186 | 157 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 10.4 | | | xxxxxx | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=174]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=451]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|-----|-----|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 17 | | 0 | 0 | | 74 | | 186 | 157 | | 0 | | 17 | 0 | | 0 | | 0 |
| Major Street Volume: | 277 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 174 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 926 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 175 | 0 | 0 | 260 | 260 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|-----|------------|---|---|---|------------|---|---|---|---|
| Movement: | L | T | R | | L | T | R | | L | T | R | | L | T | R | | |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 175 | 0 | 0 | 0 | 0 | 260 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Major Street Volume: | 695 | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 0 | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 410 | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #563 "B" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|-------------|---|----|-------------|---|---|--------------|---|---|--------------|-----|---|------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | | | | | | |
| Lanes: | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 0 |
| FinalVolume: | 161 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1467 | 215 | 7 | 1032 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ApproachDel: | 679.7 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | | | | | | | | | |

 Approach[northbound][lanes=2][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=33.0]
 SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=175]
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=2896]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #563 "B" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------------------------|---|---|---|-------------|---|---|---|--------------|---|---|------|--------------|---|---|---|------|---|---|---|
| Movement: | L | T | R | | L | T | R | | L | T | R | | L | T | R | | | | | |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 0 |
| FinalVolume: | 161 | | 0 | | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1467 | 215 | | | 7 | 1032 | | 0 | 0 |
| Major Street Volume: | 2721 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 175 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | -56 [less than minimum of 150] | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|----|--------------|---|---|------|--------------|-----|---|----|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| FinalVolume: | 154 | | 7 | | 14 | 0 | | 22 | | 0 | 0 | 1013 | | 468 | | 30 | 885 | | 0 | |
| ApproachDel: | 1247.0 | | | | 266.5 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=60.6]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=175]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2593]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.6]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=22]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2593]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | |
|----------------------------------|-------------------------------|---|----|-------------|----|---|--------------|------|-----|--------------|-----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| FinalVolume: | 154 | 7 | 14 | 0 | 22 | 0 | 0 | 1013 | 468 | 30 | 885 | 0 | | | | |
| Major Street Volume: | 2396 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 175 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | -2 [less than minimum of 150] | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing volume components and 4 rows: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with 12 columns and 2 rows: Critical Gp, FollowUpTim.

Capacity Module: Table with 12 columns and 4 rows: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module: Table with 12 columns and 7 rows: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: A[9.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of volume-related metrics.

Critical Gap Module table with 12 columns and 2 rows showing critical gap and follow-up time values.

Capacity Module table with 12 columns and 4 rows showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns and 7 rows showing delay, LOS, and approach delay values.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[9.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns for movements (L, T, R). Rows include Control, Rights, and Lanes.

Volume Module table with 12 columns for volume components: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module table with 12 columns for gap components: Critical Gp, FollowUpTim.

Capacity Module table with 12 columns for capacity components: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module table with 12 columns for LOS components: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: A[9.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 7 rows of volume data.

Critical Gap Module table with 12 columns and 2 rows of critical gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity-related data.

Level of Service Module table with 12 columns and 8 rows of level of service and delay data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: A[9.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing volume adjustments and final volume for each bound.

Critical Gap Module table with 12 columns showing critical gap and follow-up time for each bound.

Capacity Module table with 12 columns showing conflict volume, potential capacity, and volume/capacity ratio.

Level of Service Module table with 12 columns showing 2Way95thQ, control delay, LOS by movement, shared capacity, and approach delay.

Note: Queue reported is the number of cars per lane.

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2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[10.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic flows and 6 rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows for Critical Gp and FollowUpTim.

Capacity Module table with 12 columns and 4 rows for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 7 rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 7 rows of volume-related data.

Critical Gap Module table with 12 columns and 2 rows of critical gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity-related data.

Level of Service Module table with 12 columns and 8 rows of level of service and delay data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 13 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis factors like Vol/Sat and Crit Moves.

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 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.475
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 23 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 146 | 351 | 237 | 166 | 287 | 9 | 37 | 818 | 212 | 289 | 1009 | 115 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 146 | 351 | 237 | 166 | 287 | 9 | 37 | 818 | 212 | 289 | 1009 | 115 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 146 | 351 | 0 | 166 | 287 | 9 | 37 | 818 | 212 | 289 | 1009 | 115 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 146 | 351 | 0 | 166 | 287 | 9 | 37 | 818 | 212 | 289 | 1009 | 115 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 146 | 351 | 0 | 166 | 287 | 9 | 37 | 818 | 212 | 289 | 1009 | 115 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.38 | 0.62 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4050 | 1050 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.07 | 0.00 | 0.05 | 0.06 | 0.01 | 0.01 | 0.20 | 0.20 | 0.09 | 0.30 | 0.07 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.523 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 25 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 1 |
| | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 100 | 384 | 102 | 44 | 664 | 87 | 228 | 148 | 174 | 411 | 194 | 110 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 100 | 384 | 102 | 44 | 664 | 87 | 228 | 148 | 174 | 411 | 194 | 110 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 100 | 384 | 102 | 44 | 664 | 87 | 228 | 148 | 174 | 411 | 194 | 110 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 100 | 384 | 102 | 44 | 664 | 87 | 228 | 148 | 174 | 411 | 194 | 110 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 100 | 384 | 102 | 44 | 664 | 87 | 228 | 148 | 174 | 411 | 194 | 110 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.37 | 0.63 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.64 | 0.36 |
| Final Sat.: | 3400 | 4030 | 1070 | 3400 | 5100 | 1700 | 1700 | 1700 | 1700 | 3400 | 1085 | 615 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.10 | 0.10 | 0.01 | 0.13 | 0.05 | 0.13 | 0.09 | 0.10 | 0.12 | 0.18 | 0.18 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 22 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | |
| Rights: | Include | | | Include | | | Include | | | Include | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 89 | 474 | 81 | 37 | 1177 | 187 | 140 | 147 | 165 | 218 | 214 | 16 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 89 | 474 | 81 | 37 | 1177 | 187 | 140 | 147 | 165 | 218 | 214 | 16 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 89 | 474 | 81 | 37 | 1177 | 187 | 140 | 147 | 165 | 218 | 214 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 89 | 474 | 81 | 37 | 1177 | 187 | 140 | 147 | 165 | 218 | 214 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 89 | 474 | 81 | 37 | 1177 | 187 | 140 | 147 | 165 | 218 | 214 | 16 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.56 | 0.44 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 4356 | 744 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.11 | 0.11 | 0.01 | 0.23 | 0.11 | 0.04 | 0.04 | 0.10 | 0.06 | 0.06 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.284 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 17 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 133 | 0 | 194 | 0 | 0 | 0 | 0 | 166 | 313 | 436 | 321 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 133 | 0 | 194 | 0 | 0 | 0 | 0 | 166 | 313 | 436 | 321 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 133 | 0 | 194 | 0 | 0 | 0 | 0 | 166 | 0 | 436 | 321 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 133 | 0 | 194 | 0 | 0 | 0 | 0 | 166 | 0 | 436 | 321 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 133 | 0 | 194 | 0 | 0 | 0 | 0 | 166 | 0 | 436 | 321 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.13 | 0.09 | 0.00 |
| Crit Moves: | | | **** | | | | | **** | | **** | | |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.571 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 27 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 1 | 2 |
| | 0 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 4 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 117 | 251 | 436 | 318 | 608 | 122 | 89 | 1071 | 201 | 481 | 950 | 105 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 117 | 251 | 436 | 318 | 608 | 122 | 89 | 1071 | 201 | 481 | 950 | 105 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 117 | 251 | 436 | 318 | 608 | 122 | 89 | 1071 | 201 | 481 | 950 | 105 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 117 | 251 | 436 | 318 | 608 | 122 | 89 | 1071 | 201 | 481 | 950 | 105 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 117 | 251 | 436 | 318 | 608 | 122 | 89 | 1071 | 201 | 481 | 950 | 105 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.05 | 0.13 | 0.09 | 0.18 | 0.07 | 0.03 | 0.16 | 0.12 | 0.14 | 0.19 | 0.06 |
| Crit Moves: | | | **** | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.429 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 21 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 1 | |
| | 0 | 1 | | 2 | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 61 | 469 | 11 | 10 | 1563 | 167 | 183 | 7 | 195 | 9 | 2 | 8 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 61 | 469 | 11 | 10 | 1563 | 167 | 183 | 7 | 195 | 9 | 2 | 8 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 61 | 469 | 0 | 10 | 1563 | 167 | 183 | 7 | 0 | 9 | 2 | 8 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 61 | 469 | 0 | 10 | 1563 | 167 | 183 | 7 | 0 | 9 | 2 | 8 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 61 | 469 | 0 | 10 | 1563 | 167 | 183 | 7 | 0 | 9 | 2 | 8 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.09 | 0.00 | 0.00 | 0.31 | 0.10 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 0 Average Delay (sec/veh): 17.6
Optimal Cycle: 68 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Sand Canyon Ave & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.595 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 29 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | | | |
| Rights: | Include | | | Include | | | Include | | | Include | | | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | | | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 556 | 111 | 82 | 1754 | 0 | 0 | 0 | 0 | 49 | 0 | 53 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 556 | 111 | 82 | 1754 | 0 | 0 | 0 | 0 | 49 | 0 | 53 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 556 | 111 | 82 | 1754 | 0 | 0 | 0 | 0 | 49 | 0 | 53 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 556 | 111 | 82 | 1754 | 0 | 0 | 0 | 0 | 49 | 0 | 53 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 556 | 111 | 82 | 1754 | 0 | 0 | 0 | 0 | 49 | 0 | 53 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3400 | 1700 | 3400 | 3400 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.16 | 0.07 | 0.02 | 0.52 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.03 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 0 Average Delay (sec/veh): 22.6
Optimal Cycle: 77 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.251 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 16 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 2 | 0 |
| | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 29 | 213 | 8 | 134 | 708 | 162 | 20 | 9 | 7 | 4 | 12 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 29 | 213 | 8 | 134 | 708 | 162 | 20 | 9 | 7 | 4 | 12 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 29 | 213 | 8 | 134 | 708 | 162 | 20 | 9 | 7 | 4 | 12 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 213 | 8 | 134 | 708 | 162 | 20 | 9 | 7 | 4 | 12 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 29 | 213 | 8 | 134 | 708 | 162 | 20 | 9 | 7 | 4 | 12 | 5 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.44 | 0.56 | 2.00 | 0.56 | 0.44 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 4150 | 950 | 3400 | 956 | 744 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.04 | 0.00 | 0.08 | 0.17 | 0.17 | 0.01 | 0.01 | 0.01 | 0.00 | 0.01 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 0 Average Delay (sec/veh): 13.0
Optimal Cycle: 42 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 0 Average Delay (sec/veh): 2.3
Optimal Cycle: 49 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.496
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 23 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 105 | 0 | 105 | 0 | 0 | 0 | 0 | 1002 | 518 | 377 | 885 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 105 | 0 | 105 | 0 | 0 | 0 | 0 | 1002 | 518 | 377 | 885 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 1002 | 518 | 377 | 885 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 1002 | 518 | 377 | 885 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 1002 | 518 | 377 | 885 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 2.00 | 3.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 3400 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.30 | 0.11 | 0.17 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.390 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 20 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 0 |
| | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 52 | 436 | 145 | 46 | 696 | 10 | 1 | 4 | 22 | 264 | 47 | 114 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 52 | 436 | 145 | 46 | 696 | 10 | 1 | 4 | 22 | 264 | 47 | 114 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 52 | 436 | 145 | 46 | 696 | 10 | 1 | 4 | 22 | 264 | 47 | 114 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 52 | 436 | 145 | 46 | 696 | 10 | 1 | 4 | 22 | 264 | 47 | 114 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 52 | 436 | 145 | 46 | 696 | 10 | 1 | 4 | 22 | 264 | 47 | 114 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.96 | 0.04 | 1.00 | 0.15 | 0.85 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 5028 | 72 | 1700 | 262 | 1438 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.09 | 0.09 | 0.03 | 0.14 | 0.14 | 0.00 | 0.02 | 0.02 | 0.16 | 0.03 | 0.07 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.365 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 19 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 1 | 0 |
| | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 89 | 987 | 272 | 74 | 771 | 25 | 5 | 2 | 9 | 358 | 29 | 96 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 89 | 987 | 272 | 74 | 771 | 25 | 5 | 2 | 9 | 358 | 29 | 96 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 89 | 987 | 0 | 74 | 771 | 25 | 5 | 2 | 0 | 358 | 29 | 96 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 89 | 987 | 0 | 74 | 771 | 25 | 5 | 2 | 0 | 358 | 29 | 96 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 89 | 987 | 0 | 74 | 771 | 25 | 5 | 2 | 0 | 358 | 29 | 96 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.91 | 0.09 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4940 | 160 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.19 | 0.00 | 0.02 | 0.16 | 0.16 | 0.00 | 0.00 | 0.00 | 0.11 | 0.02 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes. Includes data for Protected and Include rights.

Volume Module table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Includes data for various volume adjustments.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Includes data for saturation flow and lane adjustments.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves. Includes data for volume to saturation ratio and critical moves.

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.864
Loss Time (sec): 0 Average Delay (sec/veh): 14.5
Optimal Cycle: 168 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 0 Average Delay (sec/veh): 11.9
Optimal Cycle: 59 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.270 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 17 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 150 | 6 | 1 | 24 | 10 | 27 | 33 | 215 | 36 | 7 | 312 | 16 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 150 | 6 | 1 | 24 | 10 | 27 | 33 | 215 | 36 | 7 | 312 | 16 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 150 | 6 | 1 | 24 | 10 | 27 | 33 | 215 | 36 | 7 | 312 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 150 | 6 | 1 | 24 | 10 | 27 | 33 | 215 | 36 | 7 | 312 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 150 | 6 | 1 | 24 | 10 | 27 | 33 | 215 | 36 | 7 | 312 | 16 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.86 | 0.14 | 1.00 | 1.00 | 1.00 | 1.00 | 1.71 | 0.29 | 1.00 | 1.90 | 0.10 |
| Final Sat.: | 1700 | 1457 | 243 | 1700 | 1700 | 1700 | 1700 | 2912 | 488 | 1700 | 3234 | 166 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.00 | 0.00 | 0.01 | 0.01 | 0.02 | 0.02 | 0.07 | 0.07 | 0.00 | 0.10 | 0.10 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Average Delay (sec/veh): 41.1 Worst Case Level Of Service: F[679.7]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with columns for Critical Gap and FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.181
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 15 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 49 | 8 | 19 | 0 | 9 | 15 | 33 | 109 | 94 | 17 | 309 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 49 | 8 | 19 | 0 | 9 | 15 | 33 | 109 | 94 | 17 | 309 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 49 | 8 | 19 | 0 | 9 | 15 | 33 | 109 | 94 | 17 | 309 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 49 | 8 | 19 | 0 | 9 | 15 | 33 | 109 | 94 | 17 | 309 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 49 | 8 | 19 | 0 | 9 | 15 | 33 | 109 | 94 | 17 | 309 | 4 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.97 | 0.03 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3357 | 43 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.02 | 0.03 | 0.06 | 0.01 | 0.09 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.475
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 23 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 167 | 0 | 123 | 22 | 1796 | 0 | 0 | 1172 | 31 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 167 | 0 | 123 | 22 | 1796 | 0 | 0 | 1172 | 31 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 167 | 0 | 123 | 22 | 1796 | 0 | 0 | 1172 | 31 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 167 | 0 | 123 | 22 | 1796 | 0 | 0 | 1172 | 31 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 167 | 0 | 123 | 22 | 1796 | 0 | 0 | 1172 | 31 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 5100 | 0 | 0 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.07 | 0.01 | 0.35 | 0.00 | 0.00 | 0.23 | 0.02 |
| Crit Moves: | | | | | | **** | | **** | | **** | | |

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Average Delay (sec/veh): 86.6 Worst Case Level Of Service: F[1247.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume and growth factors across four directions.

Critical Gap Module: Table with 12 columns for critical gap and follow-up time.

Capacity Module: Table with 12 columns for conflict volume, potential capacity, and volume/capacity.

Level of Service Module: Table with 12 columns for delay, LOS, and approach delay.

Note: Queue reported is the number of cars per lane.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 157 | 0 | 0 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | Volume |
| 0.00 | 0.09 | 0.00 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.00 | 0.131 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.13 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | |
| RTC | | 0.13 | RTC | | 0.13 | RTC | | 0.00 | RTC | | 0.03 | |
| Addl ICU | | -0.13 | Addl ICU | | -0.13 | Addl ICU | | 0.00 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.18 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 850 | Total Saturation |
| 0 | 140 | 0 | 111 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | Volume |
| 0.00 | 0.08 | 0.00 | 0.07 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.00 | 0.148 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | 0.15 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.07 | |
| RTC | | 0.08 | RTC | | 0.15 | RTC | | 0.06 | RTC | | 0.05 | |
| Addl ICU | | -0.08 | Addl ICU | | -0.15 | Addl ICU | | -0.06 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.20 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1257 | 443 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 35 | 37 | 74 | 0 | 0 | 105 | 37 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.02 | 0.04 | 0.00 | 0.00 | 0.08 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.02 | V/C | | 0.08 | 0.105 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.11 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.05 | RTC | | 0.02 | RTC | | 0.11 | RTC | | 0.08 | |
| Addl ICU | | -0.05 | Addl ICU | | 0.00 | Addl ICU | | -0.11 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.16 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 0 | 0 | 0 | 1309 | 391 | Total Saturation |
| 0 | 0 | 0 | 17 | 0 | 17 | 74 | 0 | 0 | 0 | 124 | 37 | Volume |
| 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.02 | 0.04 | 0.00 | 0.00 | 0.00 | 0.09 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.02 | | V/C | 0.04 | | V/C | 0.09 | | 0.158 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.02 | | RTOG | 0.02 | | RTOG | 0.14 | | RTOG | 0.09 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.04 | | RTOR | 0.02 | | RTOR | 0.02 | | |
| RTC | 0.08 | | RTC | 0.05 | | RTC | 0.15 | | RTC | 0.11 | | |
| Addl ICU | -0.08 | | Addl ICU | -0.03 | | Addl ICU | -0.15 | | Addl ICU | -0.02 | | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.21 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 17 | 0 | 0 | 92 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | 0.054 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.05 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | |
| RTC | | 0.05 | RTC | | 0.05 | RTC | | 0.00 | RTC | | 0.03 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.05 | Addl ICU | | 0.04 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.04 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.15 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 484 | 1216 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 17 | 0 | 0 | 74 | 186 | 157 | 0 | 17 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.15 | 0.15 | 0.09 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | N/A | | Initial ICU |
| V/C | 0.00 | | V/C | 0.15 | | V/C | 0.09 | | V/C | 0.00 | | 0.245 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.15 | | RTOG | 0.15 | | RTOG | 0.09 | | RTOG | -0.09 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.09 | | RTOR | 0.00 | | RTOR | 0.14 | | |
| RTC | 0.22 | | RTC | 0.22 | | RTC | 0.09 | | RTC | 0.01 | | |
| Addl ICU | -0.22 | | Addl ICU | -0.07 | | Addl ICU | -0.08 | | Addl ICU | -0.01 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.30 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 175 | 0 | 0 | 260 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.10 | 0.00 | 0.00 | 0.15 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.15 | V/C | | 0.00 | V/C | | 0.00 | 0.153 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.15 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.05 | |
| RTC | | 0.15 | RTC | | 0.15 | RTC | | 0.00 | RTC | | 0.04 | |
| Addl ICU | | -0.15 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.20 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 436 | 37 | 24 | 40 | 28 | 9 | 17 | 383 | 445 | 51 | 317 | 37 | Volume |
| 0.13 | 0.02 | 0.00 | 0.02 | 0.02 | 0.01 | 0.01 | 0.11 | 0.26 | 0.02 | 0.09 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.13 | | V/C | 0.02 | | V/C | 0.11 | | V/C | 0.02 | | 0.272 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.02 | | RTOG | 0.11 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.02 | | RTOR | 0.03 | | RTOR | 0.13 | | RTOR | 0.12 | | |
| RTC | 0.13 | | RTC | 0.04 | | RTC | 0.21 | | RTC | 0.21 | | |
| Addl ICU | -0.13 | | Addl ICU | -0.04 | | Addl ICU | 0.05 | | Addl ICU | -0.19 | | |
| | 0.00 | | | 0.00 | | | 0.05 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 0 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 4050 | 1050 | 3400 | 3400 | 1700 | Total Saturation |
| 146 | 351 | 237 | 166 | 287 | 9 | 37 | 818 | 212 | 289 | 1009 | 115 | Volume |
| 0.04 | 0.07 | 0.00 | 0.05 | 0.06 | 0.01 | 0.01 | 0.20 | 0.20 | 0.09 | 0.30 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.07 | | V/C | 0.05 | | V/C | 0.01 | | V/C | 0.30 | | 0.425 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.07 | | RTOG | 0.07 | | RTOG | 0.22 | | RTOG | 0.30 | | Right Turn Adjustment |
| RTOR | 0.11 | | RTOR | 0.01 | | RTOR | 0.06 | | RTOR | 0.05 | | |
| RTC | 0.15 | | RTC | 0.08 | | RTC | 0.27 | | RTC | 0.33 | | |
| Addl ICU | -0.15 | | Addl ICU | -0.08 | | Addl ICU | -0.07 | | Addl ICU | -0.27 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.48 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 1700 | 1700 | Total Saturation |
| 100 | 384 | 102 | 44 | 664 | 87 | 228 | 148 | 174 | 411 | 194 | 110 | Volume |
| 0.03 | 0.08 | 0.06 | 0.01 | 0.13 | 0.05 | 0.13 | 0.04 | 0.10 | 0.12 | 0.11 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.03 | | V/C | 0.13 | | V/C | 0.13 | | V/C | 0.11 | | 0.408 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.15 | | RTOG | 0.13 | | RTOG | 0.13 | | RTOG | 0.11 | | Right Turn Adjustment |
| RTOR | 0.20 | | RTOR | 0.13 | | RTOR | 0.03 | | RTOR | 0.08 | | |
| RTC | 0.30 | | RTC | 0.23 | | RTC | 0.15 | | RTC | 0.18 | | |
| Addl ICU | -0.24 | | Addl ICU | -0.18 | | Addl ICU | -0.05 | | Addl ICU | -0.11 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.46 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 89 | 474 | 81 | 37 | 1177 | 187 | 140 | 147 | 165 | 218 | 214 | 16 | Volume |
| 0.03 | 0.09 | 0.05 | 0.01 | 0.23 | 0.11 | 0.04 | 0.04 | 0.10 | 0.06 | 0.06 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.23 | | V/C | 0.04 | | V/C | 0.06 | | 0.364 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.25 | | RTOG | 0.23 | | RTOG | 0.04 | | RTOG | 0.07 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.04 | | RTOR | 0.03 | | RTOR | 0.16 | | |
| RTC | 0.29 | | RTC | 0.26 | | RTC | 0.06 | | RTC | 0.19 | | |
| Addl ICU | -0.25 | | Addl ICU | -0.15 | | Addl ICU | 0.03 | | Addl ICU | -0.18 | | |
| | 0.00 | | | 0.00 | | | 0.03 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.45 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 133 | 0 | 194 | 0 | 0 | 0 | 0 | 166 | 313 | 436 | 321 | 0 | Volume |
| 0.04 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.13 | 0.09 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.04 | | V/C | 0.00 | | V/C | 0.05 | | V/C | 0.13 | | 0.216 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | -0.04 | | RTOG | 0.05 | | RTOG | 0.18 | | Right Turn Adjustment |
| RTOR | 0.13 | | RTOR | 0.08 | | RTOR | 0.04 | | RTOR | 0.04 | | |
| RTC | 0.14 | | RTC | 0.02 | | RTC | 0.08 | | RTC | 0.21 | | |
| Addl ICU | -0.08 | | Addl ICU | -0.02 | | Addl ICU | -0.08 | | Addl ICU | -0.21 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | |
| | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 117 | 251 | 436 | 318 | 608 | 122 | 89 | 1071 | 201 | 481 | 950 | 105 | Volume |
| 0.03 | 0.05 | 0.13 | 0.09 | 0.18 | 0.07 | 0.03 | 0.16 | 0.12 | 0.14 | 0.19 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.18 | | V/C | 0.16 | | V/C | 0.14 | | 0.512 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.18 | | RTOG | 0.16 | | RTOG | 0.27 | | |
| RTOR | 0.14 | | RTOR | 0.11 | | RTOR | 0.03 | | RTOR | 0.16 | | |
| RTC | 0.23 | | RTC | 0.26 | | RTC | 0.18 | | RTC | 0.40 | | |
| Addl ICU | -0.10 | | Addl ICU | -0.19 | | Addl ICU | -0.07 | | Addl ICU | -0.33 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.56 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 61 | 469 | 11 | 10 | 1563 | 167 | 183 | 7 | 195 | 9 | 2 | 8 | Volume |
| 0.02 | 0.09 | 0.00 | 0.00 | 0.31 | 0.10 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.02 | V/C | | 0.31 | V/C | | 0.05 | V/C | | 0.00 | 0.379 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.32 | RTOG | | 0.31 | RTOG | | 0.05 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.02 | RTOR | | 0.23 | |
| RTC | | 0.36 | RTC | | 0.35 | RTC | | 0.07 | RTC | | 0.17 | |
| Addl ICU | | -0.36 | Addl ICU | | -0.25 | Addl ICU | | -0.07 | Addl ICU | | -0.17 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.43 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 2 | 1 | 1.5 | 0.5 | 1 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 1700 | 3400 | 1700 | 3027 | 373 | 1700 | 1700 | 1360 | 340 | Total Saturation |
| 171 | 403 | 12 | 2 | 1476 | 305 | 130 | 16 | 331 | 8 | 4 | 1 | Volume |
| 0.05 | 0.24 | 0.01 | 0.00 | 0.43 | 0.18 | 0.04 | 0.04 | 0.19 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.05 | | V/C | 0.43 | | V/C | 0.04 | | V/C | 0.00 | | 0.532 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.48 | | RTOG | 0.43 | | RTOG | 0.04 | | RTOG | 0.00 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.04 | | RTOR | 0.05 | | RTOR | 0.25 | | |
| RTC | 0.49 | | RTC | 0.47 | | RTC | 0.08 | | RTC | 0.19 | | |
| Addl ICU | -0.48 | | Addl ICU | -0.29 | | Addl ICU | 0.11 | | Addl ICU | -0.19 | | |
| | 0.00 | | | 0.00 | | | 0.11 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #304 Sand Canyon Ave (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 3400 | 1700 | 3400 | 3400 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 | Total Saturation |
| 0 | 556 | 111 | 82 | 1754 | 0 | 0 | 0 | 0 | 49 | 0 | 53 | Volume |
| 0.00 | 0.16 | 0.07 | 0.02 | 0.52 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.52 | V/C | | 0.00 | V/C | | 0.03 | 0.545 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.49 | RTOG | | 0.52 | RTOG | | -0.03 | RTOG | | 0.03 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.00 | RTOR | | 0.35 | |
| RTC | | 0.51 | RTC | | 0.54 | RTC | | -0.03 | RTC | | 0.29 | |
| Addl ICU | | -0.45 | Addl ICU | | -0.54 | Addl ICU | | 0.03 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.59 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 1 | 2 | 2 | 0 | 1.5 | 0.5 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 1700 | 3400 | 3400 | 0 | 3375 | 25 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 387 | 83 | 448 | 1331 | 0 | 269 | 2 | 818 | 0 | 0 | 0 | Volume |
| 0.00 | 0.23 | 0.05 | 0.13 | 0.39 | 0.00 | 0.08 | 0.08 | 0.32 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.39 | V/C | | 0.08 | V/C | | 0.00 | 0.471 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.26 | RTOG | | 0.39 | RTOG | | 0.08 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.00 | RTOR | | 0.16 | |
| RTC | | 0.26 | RTC | | 0.45 | RTC | | 0.08 | RTC | | 0.12 | |
| Addl ICU | | -0.21 | Addl ICU | | -0.45 | Addl ICU | | 0.24 | Addl ICU | | -0.12 | |
| | | 0.00 | | | 0.00 | | | 0.24 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3112 | 288 | 1700 | 3395 | 5 | 1700 | 1700 | 0 | 1671 | 29 | 850 | Total Saturation |
| 5 | 443 | 41 | 88 | 1990 | 3 | 5 | 1 | 0 | 58 | 1 | 48 | Volume |
| 0.00 | 0.14 | 0.14 | 0.05 | 0.59 | 0.59 | 0.00 | 0.00 | 0.00 | 0.03 | 0.03 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.59 | | V/C | 0.00 | | V/C | 0.03 | | 0.627 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.54 | | RTOG | 0.59 | | RTOG | 0.00 | | RTOG | 0.03 | | Right Turn Adjustment |
| RTOR | 0.04 | | RTOR | 0.00 | | RTOR | 0.00 | | RTOR | 0.45 | | |
| RTC | 0.57 | | RTC | 0.59 | | RTC | 0.01 | | RTC | 0.37 | | |
| Addl ICU | -0.42 | | Addl ICU | 0.00 | | Addl ICU | -0.01 | | Addl ICU | -0.31 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 0 | 2 | 1.0 | 1.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 956 | 744 | 3400 | 1700 | 1700 | Total Saturation |
| 29 | 213 | 8 | 134 | 708 | 162 | 20 | 9 | 7 | 4 | 12 | 5 | Volume |
| 0.02 | 0.04 | 0.00 | 0.08 | 0.21 | 0.10 | 0.01 | 0.01 | 0.01 | 0.00 | 0.01 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.02 | V/C | | 0.21 | V/C | | 0.01 | V/C | | 0.01 | 0.238 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.21 | RTOG | | 0.01 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.01 | RTOR | | 0.02 | RTOR | | 0.18 | |
| RTC | | 0.15 | RTC | | 0.21 | RTC | | 0.02 | RTC | | 0.14 | |
| Addl ICU | | -0.14 | Addl ICU | | -0.12 | Addl ICU | | -0.02 | Addl ICU | | -0.14 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 207 | 0 | 320 | 0 | 1673 | 187 | 123 | 1114 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.09 | 0.00 | 0.33 | 0.11 | 0.07 | 0.22 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.00 | | V/C | 0.12 | | V/C | 0.33 | | V/C | 0.07 | | 0.522 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.12 | | RTOG | 0.12 | | RTOG | 0.33 | | RTOG | 0.40 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.18 | | RTOR | 0.12 | | RTOR | 0.12 | | |
| RTC | -0.07 | | RTC | 0.26 | | RTC | 0.42 | | RTC | 0.49 | | |
| Addl ICU | 0.07 | | Addl ICU | -0.16 | | Addl ICU | -0.31 | | Addl ICU | -0.49 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.57 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 35 | 0 | 74 | 0 | 0 | 0 | 0 | 1767 | 108 | 0 | 1203 | 36 | Volume |
| 0.02 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.52 | 0.00 | 0.00 | 0.35 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.02 | | V/C | 0.00 | | V/C | 0.52 | | V/C | 0.00 | | 0.540 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.02 | | RTOG | -0.02 | | RTOG | 0.52 | | RTOG | 0.52 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.17 | | RTOR | 0.02 | | RTOR | 0.02 | | |
| RTC | 0.02 | | RTC | 0.10 | | RTC | 0.54 | | RTC | 0.54 | | |
| Addl ICU | 0.02 | | Addl ICU | -0.10 | | Addl ICU | -0.54 | | Addl ICU | -0.51 | | |
| | 0.02 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.61 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | f | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 0 | 0 | 0 | 0 | 0 | 5100 | 1700 | 3400 | 5100 | 0 | Total Saturation |
| 105 | 0 | 105 | 0 | 0 | 0 | 0 | 1002 | 518 | 377 | 885 | 0 | Volume |
| 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.30 | 0.11 | 0.17 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.00 | V/C | | 0.20 | V/C | | 0.11 | 0.338 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | -0.03 | RTOG | | 0.20 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.13 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.11 | RTC | | 0.07 | RTC | | 0.22 | RTC | | 0.33 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.07 | Addl ICU | | 0.09 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.00 | | | 0.09 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.47 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5028 | 72 | 1700 | 262 | 1438 | 1700 | 1700 | 1700 | Total Saturation |
| 52 | 436 | 145 | 46 | 696 | 10 | 1 | 4 | 22 | 264 | 47 | 114 | Volume |
| 0.03 | 0.09 | 0.00 | 0.03 | 0.14 | 0.14 | 0.00 | 0.02 | 0.02 | 0.16 | 0.03 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.14 | V/C | | 0.02 | V/C | | 0.16 | 0.340 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.14 | RTOG | | 0.14 | RTOG | | 0.02 | RTOG | | 0.17 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.14 | RTOR | | 0.03 | RTOR | | 0.08 | |
| RTC | | 0.26 | RTC | | 0.25 | RTC | | 0.04 | RTC | | 0.23 | |
| Addl ICU | | -0.26 | Addl ICU | | -0.11 | Addl ICU | | -0.02 | Addl ICU | | -0.17 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.39 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 4940 | 160 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 89 | 987 | 272 | 74 | 771 | 25 | 5 | 2 | 9 | 358 | 29 | 96 | Volume |
| 0.05 | 0.19 | 0.00 | 0.02 | 0.16 | 0.16 | 0.00 | 0.00 | 0.00 | 0.11 | 0.02 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.19 | V/C | | 0.02 | V/C | | 0.00 | V/C | | 0.11 | 0.322 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.16 | RTOG | | 0.00 | RTOG | | 0.10 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.09 | RTOR | | 0.06 | RTOR | | 0.02 | |
| RTC | | 0.27 | RTC | | 0.23 | RTC | | 0.05 | RTC | | 0.12 | |
| Addl ICU | | -0.27 | Addl ICU | | -0.07 | Addl ICU | | -0.05 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.37 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2783 | 617 | Total Saturation |
| 9 | 947 | 171 | 66 | 575 | 487 | 305 | 134 | 6 | 200 | 329 | 73 | Volume |
| 0.01 | 0.19 | 0.00 | 0.02 | 0.11 | 0.00 | 0.09 | 0.04 | 0.00 | 0.06 | 0.12 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.19 | V/C | | 0.02 | V/C | | 0.09 | V/C | | 0.12 | 0.413 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.20 | RTOG | | 0.15 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.02 | |
| RTC | | 0.31 | RTC | | 0.27 | RTC | | 0.22 | RTC | | 0.13 | |
| Addl ICU | | -0.31 | Addl ICU | | -0.27 | Addl ICU | | -0.21 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.46 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 971 | 4129 | 0 | 0 | 0 | 2550 | 0 | 2550 | Total Saturation |
| 0 | 2914 | 311 | 0 | 419 | 1782 | 0 | 0 | 0 | 150 | 0 | 714 | Volume |
| 0.00 | 0.57 | 0.00 | 0.00 | 0.43 | 0.43 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.28 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.57 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.06 | 0.630 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.57 | RTOG | | 0.57 | RTOG | | -0.06 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.06 | RTOR | | 0.14 | RTOR | | 0.00 | |
| RTC | | 0.62 | RTC | | 0.62 | RTC | | 0.05 | RTC | | 0.06 | |
| Addl ICU | | -0.62 | Addl ICU | | -0.18 | Addl ICU | | -0.05 | Addl ICU | | 0.22 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.22 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.90 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 4915 | 185 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 479 | 18 | 0 | 384 | 192 | 2702 | 0 | 525 | 0 | 0 | 0 | Volume |
| 0.00 | 0.10 | 0.10 | 0.00 | 0.08 | 0.00 | 0.53 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.10 | V/C | | 0.00 | V/C | | 0.53 | V/C | | 0.00 | 0.627 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.10 | RTOG | | 0.53 | RTOG | | -0.53 | Right Turn Adjustment |
| RTOR | | 0.53 | RTOR | | 0.53 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.49 | RTC | | 0.49 | RTC | | 0.55 | RTC | | -0.53 | |
| Addl ICU | | -0.40 | Addl ICU | | -0.49 | Addl ICU | | -0.24 | Addl ICU | | 0.53 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1457 | 243 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 150 | 6 | 1 | 24 | 10 | 27 | 33 | 215 | 36 | 7 | 312 | 16 | Volume |
| 0.09 | 0.00 | 0.00 | 0.01 | 0.01 | 0.02 | 0.02 | 0.13 | 0.02 | 0.00 | 0.18 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.09 | | V/C | 0.01 | | V/C | 0.02 | | V/C | 0.18 | | 0.297 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.08 | | RTOG | 0.01 | | RTOG | 0.20 | | RTOG | 0.18 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.02 | | RTOR | 0.09 | | RTOR | 0.09 | | |
| RTC | 0.14 | | RTC | 0.02 | | RTC | 0.27 | | RTC | 0.25 | | |
| Addl ICU | -0.13 | | Addl ICU | 0.00 | | Addl ICU | -0.24 | | Addl ICU | -0.24 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.35 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 161 | 0 | 14 | 0 | 0 | 0 | 0 | 1467 | 215 | 7 | 1032 | 0 | Volume |
| 0.09 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 | 0.13 | 0.00 | 0.20 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.09 | V/C | | 0.00 | V/C | | 0.29 | V/C | | 0.00 | 0.386 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | -0.09 | RTOG | | 0.29 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.09 | |
| RTC | | 0.10 | RTC | | -0.03 | RTC | | 0.36 | RTC | | 0.36 | |
| Addl ICU | | -0.09 | Addl ICU | | 0.03 | Addl ICU | | -0.23 | Addl ICU | | -0.36 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.44 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 0 | 1275 | 2125 | 1700 | 3400 | 1700 | 1700 | 3357 | 43 | Total Saturation |
| 49 | 8 | 19 | 0 | 9 | 15 | 33 | 109 | 94 | 17 | 309 | 4 | Volume |
| 0.01 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.02 | 0.03 | 0.06 | 0.01 | 0.09 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.01 | V/C | | 0.01 | V/C | | 0.02 | V/C | | 0.09 | 0.133 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.01 | RTOG | | 0.10 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.02 | RTOR | | 0.01 | RTOR | | 0.02 | |
| RTC | | 0.08 | RTC | | 0.02 | RTC | | 0.11 | RTC | | 0.10 | |
| Addl ICU | | -0.07 | Addl ICU | | -0.01 | Addl ICU | | -0.06 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.18 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 3 | 0 | 0 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 5100 | 0 | 44 | 5056 | 1700 | Total Saturation |
| 0 | 0 | 30 | 167 | 0 | 123 | 22 | 1796 | 0 | 10 | 1162 | 31 | Volume |
| 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.07 | 0.01 | 0.35 | 0.00 | 0.23 | 0.23 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.35 | V/C | | 0.23 | 0.631 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.05 | RTOG | | 0.35 | RTOG | | 0.57 | Right Turn Adjustment |
| RTOR | | 0.23 | RTOR | | 0.35 | RTOR | | 0.05 | RTOR | | 0.05 | |
| RTC | | 0.17 | RTC | | 0.31 | RTC | | 0.39 | RTC | | 0.61 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.24 | Addl ICU | | -0.39 | Addl ICU | | -0.59 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.68 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 0.0 | 1 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 3400 | 5100 | 0 | Total Saturation |
| 154 | 7 | 14 | 0 | 22 | 0 | 0 | 1013 | 468 | 30 | 885 | 0 | Volume |
| 0.09 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.28 | 0.01 | 0.17 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.09 | | V/C | 0.00 | | V/C | 0.20 | | V/C | 0.01 | | 0.298 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.09 | | RTOG | 0.00 | | RTOG | 0.20 | | RTOG | 0.21 | | Right Turn Adjustment |
| RTOR | 0.01 | | RTOR | 0.03 | | RTOR | 0.09 | | RTOR | 0.09 | | |
| RTC | 0.10 | | RTC | 0.03 | | RTC | 0.27 | | RTC | 0.27 | | |
| Addl ICU | -0.09 | | Addl ICU | -0.03 | | Addl ICU | 0.01 | | Addl ICU | -0.27 | | |
| | 0.00 | | | 0.00 | | | 0.01 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.36 |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2013 – WITH PROJECT
2012 MODIFIED PROJECT OPTION 2
PM PEAK HOUR**

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Impact Analysis Report
 Level Of Service

| Intersection | LOS | Base | | LOS | Future | | Change in | |
|-------------------------------------|-----|-------------|---------|-----|-------------|---------|--------------|-----|
| | | Del/ Veh | V/ C | | Del/ Veh | V/ C | | |
| # 1 "B" St & Driveway 1 | A | 8.7 | 0.009 | A | 8.7 | 0.009 | + 0.000 | D/V |
| # 2 "B" St & Driveway 2 | A | 8.6 | 0.016 | A | 8.6 | 0.016 | + 0.000 | D/V |
| # 3 Driveway 3 & "LQ" St | A | 8.6 | 0.018 | A | 8.6 | 0.018 | + 0.000 | D/V |
| # 4 Driveway 4 & "LQ" St | A | 8.8 | 0.010 | A | 8.8 | 0.010 | + 0.000 | D/V |
| # 5 "LQ" St & Driveway 5 | A | 8.5 | 0.034 | A | 8.5 | 0.034 | + 0.000 | D/V |
| # 6 "LQ" St & Driveway 6 | A | 9.0 | 0.083 | A | 9.0 | 0.083 | + 0.000 | D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 | D/V |
| #282 Jeffrey Rd & Portola Pkwy | A | xxxxx | 0.349 | A | xxxxx | 0.349 | + 0.000 | V/C |
| #283 Jeffrey Rd & Irvine Blvd | A | xxxxx | 0.554 | A | xxxxx | 0.554 | + 0.000 | V/C |
| #284 Jeffrey Rd & Bryan Ave | A | xxxxx | 0.480 | A | xxxxx | 0.480 | + 0.000 | V/C |
| #285 Jeffrey Rd & Trabuco Rd | A | xxxxx | 0.490 | A | xxxxx | 0.490 | + 0.000 | V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxx | 0.294 | A | xxxxx | 0.294 | + 0.000 | V/C |
| #301 Sand Canyon Ave & Irvine Blvd | A | xxxxx | 0.512 | A | xxxxx | 0.512 | + 0.000 | V/C |
| #302 Sand Canyon Ave & Trabuco Rd | A | xxxxx | 0.385 | A | xxxxx | 0.385 | + 0.000 | V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | B | 18.4 | 0.433 | B | 18.4 | 0.433 | + 0.000 | D/V |
| #304 Sand Canyon Ave & Marine Wy | B | xxxxx | 0.621 | B | xxxxx | 0.621 | + 0.000 | V/C |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 19.3 | 0.733 | B | 19.3 | 0.733 | + 0.000 | D/V |
| #306 Sand Canyon Ave & Oak Canyon R | A | xxxxx | 0.297 | A | xxxxx | 0.297 | + 0.000 | V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | A | 5.0 | 0.413 | A | 5.0 | 0.413 | + 0.000 | D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | A | 4.3 | 0.459 | A | 4.3 | 0.459 | + 0.000 | D/V |
| #338 Alton Pkwy & Irvine Blvd | A | xxxxx | 0.498 | A | xxxxx | 0.498 | + 0.000 | V/C |
| #339 Alton Pkwy & Toledo Wy | A | xxxxx | 0.420 | A | xxxxx | 0.420 | + 0.000 | V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxx | 0.351 | A | xxxxx | 0.351 | + 0.000 | V/C |

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #341 Alton Pkwy & Barranca Pkwy | A xxxxxx | 0.450 | A xxxxxx | 0.450 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | B 13.3 | 1.015 | B 13.3 | 1.015 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | B 18.6 | 0.668 | B 18.6 | 0.668 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | A xxxxxx | 0.599 | A xxxxxx | 0.599 | + 0.000 V/C |
| #556 Ridge Valley & Portola Pkwy | A xxxxxx | 0.205 | A xxxxxx | 0.205 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | F 57.6 | 0.588 | F 57.6 | 0.588 | + 0.000 D/V |
| #571 Portola Springs & Portola Pkwy | A xxxxxx | 0.150 | A xxxxxx | 0.150 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | A xxxxxx | 0.480 | A xxxxxx | 0.480 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | F 101.4 | 0.605 | F 101.4 | 0.605 | + 0.000 D/V |

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 2

Signal Warrant Summary Report

| Intersection | Base Met | Future Met |
|--------------------------------------|-------------|-------------|
| | [Del / Vol] | [Del / Vol] |
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #563 "B" St & Irvine Blvd | No / No | ??? / ??? |
| #800 "A-02" St/"LQ" St & Irvine Blvd | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|----|---|--------------|---|---|------------|---|---|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 81 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 8.7 | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=9]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=138]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 81 | | 0 | 0 | | 48 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 9 |
| Major Street Volume: | | | | | 129 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 9 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 766 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|----|---|--------------|----|----|------------|---|---|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 72 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 8.6 | | | | | |

 Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=9]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=129]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|----|---|----|------------|---|-----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 72 | | 0 | 24 | | 24 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 9 |
| Major Street Volume: | | | | | | | | | | | 120 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 9 | | | | | | | | | |
| Minor Approach Volume Threshold: | 1015 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|---|----|--------------|---|---|---|----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | | 8 | 16 | 0 | | | 0 | 54 | 8 | | |
| ApproachDel: | xxxxxx | | | | 8.6 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=18]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=104]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|----|--------------|----|---|---|--------------|----|---|---|
| Movement: | L | T | R | | L | T | R | | L | T | R | | L | T | R | |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 8 | 16 | 0 | 0 | 0 | 54 | 8 | |
| Major Street Volume: | 86 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 18 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1130 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|---|--------------|---|---|---|----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 9 | 16 | 0 | 0 | 0 | 0 | 0 | 53 | 8 | 8 | 8 |
| ApproachDel: | xxxxxx | | | | 8.8 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=18]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=95]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|---|--------------|---|---|---|----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 9 | 9 | 16 | 0 | 0 | 0 | 0 | 0 | 53 | 8 | 8 | 8 |
| Major Street Volume: | | | | | 77 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 18 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1168 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
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Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|---|---|--------------|----|---|------------|---|----|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 9 | 0 | 0 | 25 | 0 | 0 | 0 | 36 | 36 | 0 | 0 | 0 | 0 | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 8.5 | | | xxxxxx | | | | | |

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=36]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=70]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|---|---|--------------|---|---|----|------------|---|---|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 9 | | 0 | 0 | | 25 | | 0 | 0 | | 0 | | 36 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 34 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 36 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1121 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|---|---|--------------|----|----|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 9 | 0 | 0 | 16 | 40 | 81 | 0 | 9 | 0 | 0 | 0 | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.0 | | | xxxxxx | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=90]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=155]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|---|---|--------------|---|---|----|------------|----|----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 9 | | 0 | 0 | | 16 | | 40 | 81 | | 0 | | 9 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 65 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 90 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1550 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|----|---|--------------|----|----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 90 | 0 | 0 | 56 | 56 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|----|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 90 | | 0 | 0 | | 56 | | 56 | 0 | | 0 | | 0 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 202 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 0 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 836 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #563 "B" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|-------------|---|---|-------------|---|---|--------------|---|---|--------------|----|---|------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | | | | | | |
| Lanes: | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 0 |
| FinalVolume: | 86 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 821 | 41 | 6 | 1512 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ApproachDel: | 57.6 | | | xxxxxxx | | | xxxxxxx | | | xxxxxxx | | | | | | | | | | |

Approach[northbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=90]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2470]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #563 "B" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|------------------------------|---|---|---|-------------|---|---|---|--------------|---|------|---|--------------|---|----|---|---|------|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 0 |
| FinalVolume: | 86 | | 0 | | 4 | 0 | | 0 | | 0 | 0 | | 821 | | 41 | 6 | | 1512 | | 0 |
| Major Street Volume: | | | | | | | | | | | 2380 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 90 | | | | | | | | | |
| Minor Approach Volume Threshold: | 1 [less than minimum of 150] | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Lanes, Final Volume, and Approach Del.

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.6]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=89]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2362]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=3]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2362]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | |
|----------------------------------|-------------------------------|---|---|-------------|---|---|--------------|-----|-----|--------------|------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| FinalVolume: | 79 | 5 | 5 | 0 | 3 | 0 | 0 | 723 | 102 | 6 | 1439 | 0 | | | | |
| Major Street Volume: | 2270 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 89 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 22 [less than minimum of 150] | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[8.7]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, and Lanes.

Volume Module table with 12 columns representing different volume components and 4 rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows for Critical Gap and FollowUpTime.

Capacity Module table with 12 columns and 4 rows for Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 8 rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: A[8.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 6 rows of volume-related metrics.

Critical Gap Module table with 12 columns and 2 rows showing critical gap and follow-up time values.

Capacity Module table with 12 columns and 4 rows showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns and 8 rows showing delay, LOS, and shared queue metrics.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[8.6]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns for movements (L, T, R). Rows include Control, Rights, and Lanes.

Volume Module table with 12 columns for volume components: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module table with 12 columns for critical gap and follow-up time components.

Capacity Module table with 12 columns for capacity components: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module table with 12 columns for LOS components: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: A[8.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) across 4 directions.

Critical Gap Module: Table with 12 columns for critical gap and follow-up time across 4 directions.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) across 4 directions.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) across 4 directions.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: A[8.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns for gap metrics. Rows include Critical Gap and FollowUp Time.

Capacity Module: Table with 12 columns for capacity metrics. Rows include Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns for LOS metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: A[9.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for North, South, East, West bounds.

Critical Gap Module: Table with 4 columns for North, South, East, West bounds. Rows include Critical Gap and FollowUpTime.

Capacity Module: Table with 4 columns for North, South, East, West bounds. Rows include Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 4 columns for North, South, East, West bounds. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustment factors for each approach.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time for each approach.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing LOS calculations for 2-way 95th Q, control delay, and shared queue.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.349 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 19 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 465 | 12 | 51 | 10 | 12 | 24 | 9 | 220 | 158 | 39 | 510 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 465 | 12 | 51 | 10 | 12 | 24 | 9 | 220 | 158 | 39 | 510 | 4 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 465 | 12 | 0 | 10 | 12 | 24 | 9 | 220 | 158 | 39 | 510 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 465 | 12 | 0 | 10 | 12 | 24 | 9 | 220 | 158 | 39 | 510 | 4 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 465 | 12 | 0 | 10 | 12 | 24 | 9 | 220 | 158 | 39 | 510 | 4 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.14 | 0.01 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.06 | 0.09 | 0.01 | 0.15 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 26 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 320 | 361 | 220 | 57 | 135 | 16 | 22 | 744 | 196 | 265 | 1283 | 155 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 320 | 361 | 220 | 57 | 135 | 16 | 22 | 744 | 196 | 265 | 1283 | 155 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 320 | 361 | 0 | 57 | 135 | 16 | 22 | 744 | 196 | 265 | 1283 | 155 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 320 | 361 | 0 | 57 | 135 | 16 | 22 | 744 | 196 | 265 | 1283 | 155 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 320 | 361 | 0 | 57 | 135 | 16 | 22 | 744 | 196 | 265 | 1283 | 155 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.37 | 0.63 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4037 | 1063 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.07 | 0.00 | 0.02 | 0.03 | 0.01 | 0.01 | 0.18 | 0.18 | 0.08 | 0.38 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.480 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 23 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | |
| Rights: | Include | | | Include | | | Include | | | Include | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 289 | 810 | 398 | 67 | 429 | 103 | 85 | 180 | 106 | 165 | 149 | 61 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 289 | 810 | 398 | 67 | 429 | 103 | 85 | 180 | 106 | 165 | 149 | 61 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 289 | 810 | 398 | 67 | 429 | 103 | 85 | 180 | 106 | 165 | 149 | 61 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 289 | 810 | 398 | 67 | 429 | 103 | 85 | 180 | 106 | 165 | 149 | 61 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 289 | 810 | 398 | 67 | 429 | 103 | 85 | 180 | 106 | 165 | 149 | 61 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.01 | 0.99 | 2.00 | 3.00 | 1.00 | 1.00 | 1.26 | 0.74 | 2.00 | 0.71 | 0.29 |
| Final Sat.: | 3400 | 3420 | 1680 | 3400 | 5100 | 1700 | 1700 | 2140 | 1260 | 3400 | 1206 | 494 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.24 | 0.24 | 0.02 | 0.08 | 0.06 | 0.05 | 0.08 | 0.08 | 0.05 | 0.12 | 0.12 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.490 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 23 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | |
| Rights: | Include | | | Include | | | Include | | | Include | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 167 | 1402 | 259 | 12 | 687 | 81 | 192 | 138 | 118 | 142 | 141 | 53 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 167 | 1402 | 259 | 12 | 687 | 81 | 192 | 138 | 118 | 142 | 141 | 53 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 167 | 1402 | 259 | 12 | 687 | 81 | 192 | 138 | 118 | 142 | 141 | 53 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 167 | 1402 | 259 | 12 | 687 | 81 | 192 | 138 | 118 | 142 | 141 | 53 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 167 | 1402 | 259 | 12 | 687 | 81 | 192 | 138 | 118 | 142 | 141 | 53 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.53 | 0.47 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 4305 | 795 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.33 | 0.33 | 0.00 | 0.13 | 0.05 | 0.06 | 0.04 | 0.07 | 0.04 | 0.04 | 0.03 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.294
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 17 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 426 | 0 | 321 | 0 | 0 | 0 | 0 | 224 | 69 | 180 | 208 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 426 | 0 | 321 | 0 | 0 | 0 | 0 | 224 | 69 | 180 | 208 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 426 | 0 | 321 | 0 | 0 | 0 | 0 | 224 | 0 | 180 | 208 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 426 | 0 | 321 | 0 | 0 | 0 | 0 | 224 | 0 | 180 | 208 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 426 | 0 | 321 | 0 | 0 | 0 | 0 | 224 | 0 | 180 | 208 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.05 | 0.06 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.512 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 24 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 2 | 0 | 2 | 2 | 0 | 4 | 2 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 345 | 524 | 332 | 72 | 216 | 77 | 139 | 599 | 108 | 327 | 1308 | 227 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 345 | 524 | 332 | 72 | 216 | 77 | 139 | 599 | 108 | 327 | 1308 | 227 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 345 | 524 | 332 | 72 | 216 | 77 | 139 | 599 | 108 | 327 | 1308 | 227 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 345 | 524 | 332 | 72 | 216 | 77 | 139 | 599 | 108 | 327 | 1308 | 227 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 345 | 524 | 332 | 72 | 216 | 77 | 139 | 599 | 108 | 327 | 1308 | 227 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.10 | 0.10 | 0.02 | 0.06 | 0.05 | 0.04 | 0.09 | 0.06 | 0.10 | 0.26 | 0.13 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.385 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 20 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 1 | |
| | 2 | 0 | 2 | 1 | 0 | | 2 | 0 | 2 | 1 | 0 | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 154 | 1421 | 3 | 8 | 570 | 118 | 155 | 4 | 72 | 11 | 29 | 12 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 154 | 1421 | 3 | 8 | 570 | 118 | 155 | 4 | 72 | 11 | 29 | 12 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 154 | 1421 | 0 | 8 | 570 | 118 | 155 | 4 | 0 | 11 | 29 | 12 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 154 | 1421 | 0 | 8 | 570 | 118 | 155 | 4 | 0 | 11 | 29 | 12 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 154 | 1421 | 0 | 8 | 570 | 118 | 155 | 4 | 0 | 11 | 29 | 12 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.12 | 0.88 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3607 | 1493 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.28 | 0.00 | 0.00 | 0.11 | 0.07 | 0.05 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 0 Average Delay (sec/veh): 18.4
Optimal Cycle: 40 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Sand Canyon Ave & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 0 Average Delay (sec/veh): 19.3
Optimal Cycle: 85 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.297 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 17 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | |
| Rights: | Include | | | Include | | | Include | | | Include | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 11 | 469 | 7 | 18 | 285 | 32 | 162 | 21 | 50 | 17 | 10 | 165 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 11 | 469 | 7 | 18 | 285 | 32 | 162 | 21 | 50 | 17 | 10 | 165 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 11 | 469 | 7 | 18 | 285 | 32 | 162 | 21 | 50 | 17 | 10 | 165 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 11 | 469 | 7 | 18 | 285 | 32 | 162 | 21 | 50 | 17 | 10 | 165 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 11 | 469 | 7 | 18 | 285 | 32 | 162 | 21 | 50 | 17 | 10 | 165 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.70 | 0.30 | 2.00 | 0.30 | 0.70 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 4585 | 515 | 3400 | 503 | 1197 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.09 | 0.00 | 0.01 | 0.06 | 0.06 | 0.05 | 0.04 | 0.04 | 0.01 | 0.01 | 0.10 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.413
Loss Time (sec): 0 Average Delay (sec/veh): 5.0
Optimal Cycle: 39 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 0 Average Delay (sec/veh): 4.3
Optimal Cycle: 42 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 21 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 21 | 806 | 363 | 26 | 397 | 4 | 5 | 37 | 64 | 139 | 15 | 72 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 21 | 806 | 363 | 26 | 397 | 4 | 5 | 37 | 64 | 139 | 15 | 72 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 21 | 806 | 363 | 26 | 397 | 4 | 5 | 37 | 64 | 139 | 15 | 72 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 21 | 806 | 363 | 26 | 397 | 4 | 5 | 37 | 64 | 139 | 15 | 72 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 21 | 806 | 363 | 26 | 397 | 4 | 5 | 37 | 64 | 139 | 15 | 72 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.97 | 0.03 | 1.00 | 0.37 | 0.63 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 5049 | 51 | 1700 | 623 | 1077 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.16 | 0.21 | 0.02 | 0.08 | 0.08 | 0.00 | 0.06 | 0.06 | 0.08 | 0.01 | 0.04 |
| Crit Moves: | | | **** | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.351 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 19 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 8 | 954 | 360 | 60 | 887 | 1 | 18 | 23 | 72 | 281 | 7 | 97 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 8 | 954 | 360 | 60 | 887 | 1 | 18 | 23 | 72 | 281 | 7 | 97 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 8 | 954 | 0 | 60 | 887 | 1 | 18 | 23 | 0 | 281 | 7 | 97 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 8 | 954 | 0 | 60 | 887 | 1 | 18 | 23 | 0 | 281 | 7 | 97 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 8 | 954 | 0 | 60 | 887 | 1 | 18 | 23 | 0 | 281 | 7 | 97 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.99 | 0.01 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5094 | 6 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.19 | 0.00 | 0.02 | 0.17 | 0.17 | 0.01 | 0.01 | 0.00 | 0.08 | 0.00 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 22 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 9 | 655 | 341 | 94 | 765 | 388 | 576 | 541 | 5 | 129 | 170 | 83 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 9 | 655 | 341 | 94 | 765 | 388 | 576 | 541 | 5 | 129 | 170 | 83 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 9 | 655 | 0 | 94 | 765 | 0 | 576 | 541 | 5 | 129 | 170 | 83 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 9 | 655 | 0 | 94 | 765 | 0 | 576 | 541 | 5 | 129 | 170 | 83 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 9 | 655 | 0 | 94 | 765 | 0 | 576 | 541 | 5 | 129 | 170 | 83 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.98 | 0.02 | 2.00 | 1.34 | 0.66 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3369 | 31 | 3400 | 2285 | 1115 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.13 | 0.00 | 0.03 | 0.15 | 0.00 | 0.17 | 0.16 | 0.16 | 0.04 | 0.07 | 0.07 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.015
Loss Time (sec): 0 Average Delay (sec/veh): 13.3
Optimal Cycle: 180 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 0 Average Delay (sec/veh): 18.6
Optimal Cycle: 69 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.599 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 29 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 7 | 1407 | 59 | 85 | 654 | 1 | 5 | 0 | 3 | 47 | 0 | 64 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 7 | 1407 | 59 | 85 | 654 | 1 | 5 | 0 | 3 | 47 | 0 | 64 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 7 | 1407 | 59 | 85 | 654 | 1 | 5 | 0 | 3 | 47 | 0 | 64 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 7 | 1407 | 59 | 85 | 654 | 1 | 5 | 0 | 3 | 47 | 0 | 64 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 7 | 1407 | 59 | 85 | 654 | 1 | 5 | 0 | 3 | 47 | 0 | 64 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.92 | 0.08 | 1.00 | 1.99 | 0.01 | 1.00 | 0.00 | 1.00 | 0.42 | 0.00 | 0.58 |
| Final Sat.: | 1700 | 3263 | 137 | 1700 | 3395 | 5 | 1700 | 0 | 1700 | 720 | 0 | 980 |

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Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.43 | 0.43 | 0.05 | 0.19 | 0.19 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.07 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.205 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 15 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

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Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 50 | 4 | 2 | 11 | 3 | 25 | 25 | 277 | 87 | 7 | 151 | 15 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 50 | 4 | 2 | 11 | 3 | 25 | 25 | 277 | 87 | 7 | 151 | 15 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 50 | 4 | 2 | 11 | 3 | 25 | 25 | 277 | 87 | 7 | 151 | 15 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 50 | 4 | 2 | 11 | 3 | 25 | 25 | 277 | 87 | 7 | 151 | 15 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 50 | 4 | 2 | 11 | 3 | 25 | 25 | 277 | 87 | 7 | 151 | 15 |

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Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.67 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.52 | 0.48 | 1.00 | 1.82 | 0.18 |
| Final Sat.: | 1700 | 1133 | 567 | 1700 | 1700 | 1700 | 1700 | 2587 | 813 | 1700 | 3093 | 307 |

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Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.11 | 0.11 | 0.00 | 0.05 | 0.05 |
| Crit Moves: | **** | | | | | **** | **** | | | **** | | |

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: F [57.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with columns for Critical Gap and FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.150
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 14 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 64 | 2 | 21 | 0 | 2 | 1 | 2 | 256 | 62 | 9 | 151 | 1 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 64 | 2 | 21 | 0 | 2 | 1 | 2 | 256 | 62 | 9 | 151 | 1 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 64 | 2 | 21 | 0 | 2 | 1 | 2 | 256 | 62 | 9 | 151 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 64 | 2 | 21 | 0 | 2 | 1 | 2 | 256 | 62 | 9 | 151 | 1 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 64 | 2 | 21 | 0 | 2 | 1 | 2 | 256 | 62 | 9 | 151 | 1 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.33 | 0.67 | 1.00 | 2.00 | 1.00 | 1.00 | 1.99 | 0.01 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 2267 | 1133 | 1700 | 3400 | 1700 | 1700 | 3378 | 22 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.04 | 0.01 | 0.04 | 0.04 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2013 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 23 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 36 | 0 | 36 | 73 | 776 | 0 | 0 | 1864 | 111 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 36 | 0 | 36 | 73 | 776 | 0 | 0 | 1864 | 111 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 36 | 0 | 36 | 73 | 776 | 0 | 0 | 1864 | 111 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 36 | 0 | 36 | 73 | 776 | 0 | 0 | 1864 | 111 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 36 | 0 | 36 | 73 | 776 | 0 | 0 | 1864 | 111 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 5100 | 0 | 0 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | 0.04 | 0.15 | 0.00 | 0.00 | 0.37 | 0.07 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
Year 2013 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: F[101.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows including Critical Gap and FollowUpTim.

Capacity Module table with 12 columns and 4 rows including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 8 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 81 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | Volume |
| 0.00 | 0.05 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.048 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.05 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.05 | RTC | | 0.05 | RTC | | 0.01 | RTC | | 0.00 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.05 | Addl ICU | | -0.01 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.10 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 850 | Total Saturation |
| 0 | 72 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | Volume |
| 0.00 | 0.04 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.01 | V/C | | 0.00 | V/C | | 0.00 | 0.056 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.06 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.01 | |
| RTC | | 0.04 | RTC | | 0.06 | RTC | | 0.03 | RTC | | 0.01 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.06 | Addl ICU | | -0.03 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.11 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1481 | 219 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 18 | 8 | 16 | 0 | 0 | 54 | 8 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.04 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.04 | 0.041 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.04 | RTOG | | 0.04 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.02 | RTC | | 0.00 | RTC | | 0.04 | RTC | | 0.04 | |
| Addl ICU | | -0.02 | Addl ICU | | 0.01 | Addl ICU | | -0.04 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.01 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.10 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 0 | 0 | 0 | 1477 | 223 | Total Saturation |
| 0 | 0 | 0 | 9 | 0 | 9 | 16 | 0 | 0 | 0 | 53 | 8 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.04 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.01 | V/C | | 0.04 | 0.056 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.01 | RTOG | | 0.05 | RTOG | | 0.04 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.02 | RTC | | 0.02 | RTC | | 0.05 | RTC | | 0.04 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.01 | Addl ICU | | -0.05 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.11 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 9 | 0 | 0 | 25 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.00 | V/C | | 0.00 | 0.015 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.01 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | |
| RTC | | 0.01 | RTC | | 0.01 | RTC | | 0.00 | RTC | | 0.01 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.01 | Addl ICU | | 0.02 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.02 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.09 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 486 | 1214 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 9 | 0 | 0 | 16 | 40 | 81 | 0 | 9 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.03 | 0.03 | 0.05 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.05 | V/C | | 0.00 | 0.081 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.03 | RTOG | | 0.05 | RTOG | | -0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.00 | RTOR | | 0.03 | |
| RTC | | 0.07 | RTC | | 0.07 | RTC | | 0.05 | RTC | | -0.03 | |
| Addl ICU | | -0.07 | Addl ICU | | -0.04 | Addl ICU | | -0.04 | Addl ICU | | 0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.13 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 90 | 0 | 0 | 56 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.05 | 0.00 | 0.00 | 0.03 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.053 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.05 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.05 | RTC | | 0.05 | RTC | | 0.02 | RTC | | 0.00 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.02 | Addl ICU | | -0.02 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.10 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 465 | 12 | 51 | 10 | 12 | 24 | 9 | 220 | 158 | 39 | 510 | 4 | Volume |
| 0.14 | 0.01 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.06 | 0.09 | 0.01 | 0.15 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.14 | V/C | | 0.01 | V/C | | 0.01 | V/C | | 0.15 | 0.299 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.14 | RTOG | | 0.01 | RTOG | | 0.14 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.01 | RTOR | | 0.14 | RTOR | | 0.14 | |
| RTC | | 0.21 | RTC | | 0.01 | RTC | | 0.25 | RTC | | 0.25 | |
| Addl ICU | | -0.21 | Addl ICU | | 0.00 | Addl ICU | | -0.15 | Addl ICU | | -0.25 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.35 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 0 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 4037 | 1063 | 3400 | 3400 | 1700 | Total Saturation |
| 320 | 361 | 220 | 57 | 135 | 16 | 22 | 744 | 196 | 265 | 1283 | 155 | Volume |
| 0.09 | 0.07 | 0.00 | 0.02 | 0.03 | 0.01 | 0.01 | 0.18 | 0.18 | 0.08 | 0.38 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.09 | | V/C | 0.03 | | V/C | 0.01 | | V/C | 0.38 | | 0.504 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.10 | | RTOG | 0.03 | | RTOG | 0.31 | | RTOG | 0.38 | | Right Turn Adjustment |
| RTOR | 0.20 | | RTOR | 0.01 | | RTOR | 0.09 | | RTOR | 0.05 | | |
| RTC | 0.25 | | RTC | 0.03 | | RTC | 0.38 | | RTC | 0.41 | | |
| Addl ICU | -0.25 | | Addl ICU | -0.02 | | Addl ICU | -0.19 | | Addl ICU | -0.32 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.55 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 1700 | 1700 | Total Saturation |
| 289 | 810 | 398 | 67 | 429 | 103 | 85 | 180 | 106 | 165 | 149 | 61 | Volume |
| 0.09 | 0.16 | 0.23 | 0.02 | 0.08 | 0.06 | 0.05 | 0.05 | 0.06 | 0.05 | 0.09 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.16 | | V/C | 0.02 | | V/C | 0.05 | | V/C | 0.09 | | 0.316 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.16 | | RTOG | 0.09 | | RTOG | 0.09 | | RTOG | 0.09 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.05 | | RTOR | 0.09 | | RTOR | 0.02 | | |
| RTC | 0.22 | | RTC | 0.13 | | RTC | 0.16 | | RTC | 0.10 | | |
| Addl ICU | 0.01 | | Addl ICU | -0.07 | | Addl ICU | -0.10 | | Addl ICU | -0.07 | | |
| | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 167 | 1402 | 259 | 12 | 687 | 81 | 192 | 138 | 118 | 142 | 141 | 53 | Volume |
| 0.05 | 0.27 | 0.15 | 0.00 | 0.13 | 0.05 | 0.06 | 0.04 | 0.07 | 0.04 | 0.04 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.27 | | V/C | 0.00 | | V/C | 0.06 | | V/C | 0.04 | | 0.376 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.27 | | RTOG | 0.23 | | RTOG | 0.06 | | RTOG | 0.04 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.06 | | RTOR | 0.14 | | RTOR | 0.00 | | |
| RTC | 0.32 | | RTC | 0.27 | | RTC | 0.16 | | RTC | 0.04 | | |
| Addl ICU | -0.17 | | Addl ICU | -0.22 | | Addl ICU | -0.09 | | Addl ICU | -0.01 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.43 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 426 | 0 | 321 | 0 | 0 | 0 | 0 | 224 | 69 | 180 | 208 | 0 | Volume |
| 0.13 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.05 | 0.06 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.13 | | V/C | 0.00 | | V/C | 0.07 | | V/C | 0.05 | | 0.244 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.13 | | RTOG | -0.13 | | RTOG | 0.07 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.05 | | RTOR | 0.06 | | RTOR | 0.13 | | RTOR | 0.13 | | |
| RTC | 0.17 | | RTC | -0.08 | | RTC | 0.16 | | RTC | 0.21 | | |
| Addl ICU | -0.07 | | Addl ICU | 0.08 | | Addl ICU | -0.16 | | Addl ICU | -0.21 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 345 | 524 | 332 | 72 | 216 | 77 | 139 | 599 | 108 | 327 | 1308 | 227 | Volume |
| 0.10 | 0.10 | 0.10 | 0.02 | 0.06 | 0.05 | 0.04 | 0.09 | 0.06 | 0.10 | 0.26 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.10 | V/C | | 0.06 | V/C | | 0.04 | V/C | | 0.26 | 0.462 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.14 | RTOG | | 0.06 | RTOG | | 0.20 | RTOG | | 0.26 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.04 | RTOR | | 0.10 | RTOR | | 0.06 | |
| RTC | | 0.30 | RTC | | 0.09 | RTC | | 0.28 | RTC | | 0.30 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.05 | Addl ICU | | -0.21 | Addl ICU | | -0.17 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.51 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 154 | 1421 | 3 | 8 | 570 | 118 | 155 | 4 | 72 | 11 | 29 | 12 | Volume |
| 0.05 | 0.28 | 0.00 | 0.00 | 0.11 | 0.07 | 0.05 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.28 | V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.01 | 0.332 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.28 | RTOG | | 0.24 | RTOG | | 0.05 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.17 | RTOR | | 0.00 | |
| RTC | | 0.32 | RTC | | 0.27 | RTC | | 0.17 | RTC | | 0.01 | |
| Addl ICU | | -0.32 | Addl ICU | | -0.20 | Addl ICU | | -0.17 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 2 | 1 | 1.5 | 0.5 | 1 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 1700 | 3400 | 1700 | 3319 | 81 | 1700 | 1700 | 850 | 850 | Total Saturation |
| 615 | 1137 | 21 | 1 | 505 | 155 | 411 | 10 | 139 | 6 | 1 | 1 | Volume |
| 0.18 | 0.67 | 0.01 | 0.00 | 0.15 | 0.09 | 0.12 | 0.12 | 0.08 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.67 | | V/C | 0.00 | | V/C | 0.12 | | V/C | 0.00 | | 0.797 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.67 | | RTOG | 0.49 | | RTOG | 0.12 | | RTOG | 0.00 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.13 | | RTOR | 0.52 | | RTOR | 0.00 | | |
| RTC | 0.67 | | RTC | 0.58 | | RTC | 0.51 | | RTC | 0.00 | | |
| Addl ICU | -0.66 | | Addl ICU | -0.49 | | Addl ICU | -0.43 | | Addl ICU | 0.00 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.85 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #304 Sand Canyon Ave (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 3400 | 1700 | 3400 | 3400 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 | Total Saturation |
| 0 | 1671 | 58 | 44 | 631 | 0 | 0 | 0 | 0 | 84 | 0 | 114 | Volume |
| 0.00 | 0.49 | 0.03 | 0.01 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.49 | V/C | | 0.01 | V/C | | 0.00 | V/C | | 0.05 | 0.554 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.49 | RTOG | | 0.50 | RTOG | | -0.05 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.32 | RTOR | | 0.01 | |
| RTC | | 0.53 | RTC | | 0.54 | RTC | | 0.19 | RTC | | 0.06 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.54 | Addl ICU | | -0.19 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.61 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 1 | 2 | 2 | 0 | 1.5 | 0.5 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 1700 | 3400 | 3400 | 0 | 3375 | 25 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 1333 | 263 | 220 | 504 | 0 | 410 | 3 | 290 | 0 | 0 | 0 | Volume |
| 0.00 | 0.78 | 0.15 | 0.06 | 0.15 | 0.00 | 0.12 | 0.12 | 0.11 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.78 | V/C | | 0.06 | V/C | | 0.12 | V/C | | 0.00 | 0.970 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.78 | RTOG | | 0.85 | RTOG | | 0.12 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.12 | RTOR | | 0.70 | RTOR | | 0.06 | |
| RTC | | 0.78 | RTC | | 0.94 | RTC | | 0.65 | RTC | | 0.05 | |
| Addl ICU | | -0.63 | Addl ICU | | -0.94 | Addl ICU | | -0.53 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 1.02 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3263 | 137 | 1700 | 3395 | 5 | 1700 | 0 | 1700 | 1700 | 0 | 850 | Total Saturation |
| 7 | 1407 | 59 | 85 | 654 | 1 | 5 | 0 | 3 | 47 | 0 | 64 | Volume |
| 0.00 | 0.43 | 0.43 | 0.05 | 0.19 | 0.19 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.43 | V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.03 | 0.509 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.43 | RTOG | | 0.48 | RTOG | | 0.00 | RTOG | | 0.02 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.29 | RTOR | | 0.05 | |
| RTC | | 0.45 | RTC | | 0.50 | RTC | | 0.22 | RTC | | 0.06 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.31 | Addl ICU | | -0.21 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.57 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 0 | 2 | 1.0 | 1.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 503 | 1197 | 3400 | 1700 | 1700 | Total Saturation |
| 11 | 469 | 7 | 18 | 285 | 32 | 162 | 21 | 50 | 17 | 10 | 165 | Volume |
| 0.01 | 0.09 | 0.00 | 0.01 | 0.08 | 0.02 | 0.05 | 0.04 | 0.04 | 0.01 | 0.01 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.09 | V/C | | 0.01 | V/C | | 0.05 | V/C | | 0.01 | 0.156 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.10 | RTOG | | 0.05 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.05 | RTOR | | 0.02 | RTOR | | 0.01 | |
| RTC | | 0.10 | RTC | | 0.13 | RTC | | 0.06 | RTC | | 0.01 | |
| Addl ICU | | -0.10 | Addl ICU | | -0.11 | Addl ICU | | -0.02 | Addl ICU | | 0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.08 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 24 | 0 | 145 | 0 | 990 | 67 | 55 | 1880 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.04 | 0.00 | 0.19 | 0.04 | 0.03 | 0.37 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.00 | V/C | | 0.37 | 0.383 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.01 | RTOG | | 0.34 | RTOG | | 0.37 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.00 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.12 | RTC | | 0.01 | RTC | | 0.35 | RTC | | 0.38 | |
| Addl ICU | | -0.12 | Addl ICU | | 0.03 | Addl ICU | | -0.31 | Addl ICU | | -0.38 | |
| | | 0.00 | | | 0.03 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.46 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 122 | 0 | 78 | 0 | 0 | 0 | 0 | 812 | 194 | 0 | 1797 | 201 | Volume |
| 0.07 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.00 | 0.53 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.07 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.53 | | 0.600 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.07 | | RTOG | -0.07 | | RTOG | 0.53 | | RTOG | 0.53 | | Right Turn Adjustment |
| RTOR | 0.29 | | RTOR | 0.00 | | RTOR | 0.07 | | RTOR | 0.07 | | |
| RTC | 0.29 | | RTC | -0.07 | | RTC | 0.58 | | RTC | 0.58 | | |
| Addl ICU | -0.24 | | Addl ICU | 0.07 | | Addl ICU | -0.58 | | Addl ICU | -0.46 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.65 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | f | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 0 | 0 | 0 | 0 | 0 | 5100 | 1700 | 3400 | 5100 | 0 | Total Saturation |
| 566 | 0 | 233 | 0 | 0 | 0 | 0 | 721 | 71 | 142 | 1436 | 0 | Volume |
| 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.14 | 0.04 | 0.04 | 0.28 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.17 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.28 | | 0.448 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.17 | | RTOG | -0.17 | | RTOG | 0.24 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.00 | | RTOR | 0.17 | | RTOR | 0.17 | | |
| RTC | 0.27 | | RTC | -0.17 | | RTC | 0.36 | | RTC | 0.41 | | |
| Addl ICU | -0.27 | | Addl ICU | 0.17 | | Addl ICU | -0.32 | | Addl ICU | -0.41 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.50 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5049 | 51 | 1700 | 623 | 1077 | 1700 | 1700 | 1700 | Total Saturation |
| 21 | 806 | 363 | 26 | 397 | 4 | 5 | 37 | 64 | 139 | 15 | 72 | Volume |
| 0.01 | 0.16 | 0.00 | 0.02 | 0.08 | 0.08 | 0.00 | 0.06 | 0.06 | 0.08 | 0.01 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.16 | V/C | | 0.02 | V/C | | 0.06 | V/C | | 0.08 | 0.315 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.16 | RTOG | | 0.06 | RTOG | | 0.14 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.13 | RTOR | | 0.09 | RTOR | | 0.02 | |
| RTC | | 0.22 | RTC | | 0.26 | RTC | | 0.13 | RTC | | 0.15 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.18 | Addl ICU | | -0.07 | Addl ICU | | -0.11 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.36 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5094 | 6 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 8 | 954 | 360 | 60 | 887 | 1 | 18 | 23 | 72 | 281 | 7 | 97 | Volume |
| 0.00 | 0.19 | 0.00 | 0.02 | 0.17 | 0.17 | 0.01 | 0.01 | 0.00 | 0.08 | 0.00 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.19 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.08 | 0.301 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.20 | RTOG | | 0.01 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.09 | RTOR | | 0.03 | RTOR | | 0.02 | |
| RTC | | 0.25 | RTC | | 0.27 | RTC | | 0.04 | RTC | | 0.10 | |
| Addl ICU | | -0.25 | Addl ICU | | -0.09 | Addl ICU | | -0.04 | Addl ICU | | -0.04 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.35 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2285 | 1115 | Total Saturation |
| 9 | 655 | 341 | 94 | 765 | 388 | 576 | 541 | 5 | 129 | 170 | 83 | Volume |
| 0.01 | 0.13 | 0.00 | 0.03 | 0.15 | 0.00 | 0.17 | 0.16 | 0.00 | 0.04 | 0.07 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.13 | V/C | | 0.15 | V/C | | 0.17 | V/C | | 0.07 | 0.522 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.15 | RTOG | | 0.21 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.17 | RTOR | | 0.01 | RTOR | | 0.03 | |
| RTC | | 0.19 | RTC | | 0.28 | RTC | | 0.21 | RTC | | 0.09 | |
| Addl ICU | | -0.19 | Addl ICU | | -0.28 | Addl ICU | | -0.21 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.57 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 1239 | 3861 | 0 | 0 | 0 | 2550 | 0 | 2550 | Total Saturation |
| 0 | 2381 | 1032 | 0 | 855 | 2664 | 0 | 0 | 0 | 43 | 0 | 236 | Volume |
| 0.00 | 0.47 | 0.00 | 0.00 | 0.69 | 0.69 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.02 | 0.017 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.69 | RTOG | | 0.47 | RTOG | | -0.02 | RTOG | | 0.02 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.70 | RTC | | 0.48 | RTC | | -0.02 | RTC | | 0.02 | |
| Addl ICU | | -0.70 | Addl ICU | | 0.21 | Addl ICU | | 0.02 | Addl ICU | | 0.08 | |
| | | 0.00 | | | 0.21 | | | 0.00 | | | 0.08 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.35 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 4736 | 364 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 1262 | 97 | 0 | 382 | 505 | 2117 | 0 | 183 | 0 | 0 | 0 | Volume |
| 0.00 | 0.27 | 0.27 | 0.00 | 0.07 | 0.00 | 0.42 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.27 | V/C | | 0.00 | V/C | | 0.42 | V/C | | 0.00 | 0.682 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.27 | RTOG | | 0.42 | RTOG | | -0.42 | Right Turn Adjustment |
| RTOR | | 0.42 | RTOR | | 0.42 | RTOR | | 0.19 | RTOR | | 0.00 | |
| RTC | | 0.58 | RTC | | 0.58 | RTC | | 0.56 | RTC | | -0.42 | |
| Addl ICU | | -0.31 | Addl ICU | | -0.58 | Addl ICU | | -0.45 | Addl ICU | | 0.42 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.73 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1133 | 567 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 50 | 4 | 2 | 11 | 3 | 25 | 25 | 277 | 87 | 7 | 151 | 15 | Volume |
| 0.03 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.16 | 0.05 | 0.00 | 0.09 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.00 | | V/C | 0.16 | | V/C | 0.00 | | 0.198 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.02 | | RTOG | 0.00 | | RTOG | 0.16 | | RTOG | 0.15 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.08 | | RTOR | 0.03 | | RTOR | 0.03 | | |
| RTC | 0.03 | | RTC | 0.06 | | RTC | 0.19 | | RTC | 0.17 | | |
| Addl ICU | -0.02 | | Addl ICU | -0.05 | | Addl ICU | -0.13 | | Addl ICU | -0.16 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.25 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 86 | 0 | 4 | 0 | 0 | 0 | 0 | 821 | 41 | 6 | 1512 | 0 | Volume |
| 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.02 | 0.00 | 0.30 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.30 | 0.347 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | -0.05 | RTOG | | 0.29 | RTOG | | 0.30 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.05 | |
| RTC | | 0.15 | RTC | | -0.05 | RTC | | 0.33 | RTC | | 0.33 | |
| Addl ICU | | -0.15 | Addl ICU | | 0.05 | Addl ICU | | -0.31 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.40 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 0 | 2267 | 1133 | 1700 | 3400 | 1700 | 1700 | 3378 | 22 | Total Saturation |
| 64 | 2 | 21 | 0 | 2 | 1 | 2 | 256 | 62 | 9 | 151 | 1 | Volume |
| 0.02 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.04 | 0.01 | 0.04 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.00 | V/C | | 0.08 | V/C | | 0.01 | 0.100 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.00 | RTOG | | 0.08 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.04 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.02 | RTC | | 0.03 | RTC | | 0.09 | RTC | | 0.09 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.03 | Addl ICU | | -0.05 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.15 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 3 | 0 | 0 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 5100 | 0 | 19 | 5081 | 1700 | Total Saturation |
| 0 | 0 | 5 | 36 | 0 | 36 | 73 | 776 | 0 | 7 | 1857 | 111 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | 0.04 | 0.15 | 0.00 | 0.37 | 0.37 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.15 | V/C | | 0.37 | 0.528 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.01 | RTOG | | 0.15 | RTOG | | 0.47 | Right Turn Adjustment |
| RTOR | | 0.37 | RTOR | | 0.15 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.27 | RTC | | 0.12 | RTC | | 0.16 | RTC | | 0.48 | |
| Addl ICU | | -0.27 | Addl ICU | | -0.10 | Addl ICU | | -0.16 | Addl ICU | | -0.42 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 0.0 | 1 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 3400 | 5100 | 0 | Total Saturation |
| 79 | 5 | 5 | 0 | 3 | 0 | 0 | 723 | 102 | 6 | 1439 | 0 | Volume |
| 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.14 | 0.06 | 0.00 | 0.28 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.28 | 0.329 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.00 | RTOG | | 0.28 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.04 | |
| RTC | | 0.15 | RTC | | 0.00 | RTC | | 0.32 | RTC | | 0.31 | |
| Addl ICU | | -0.15 | Addl ICU | | 0.00 | Addl ICU | | -0.26 | Addl ICU | | -0.31 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.38 | | | | | | | | | | | | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2017 – NO PROJECT
2011 APPROVED PROJECT
AM PEAK HOUR**

High School #5 TIA
 Year 2017 No Project
 2011 Approved Project

Impact Analysis Report
 Level Of Service

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|----------------|-------------|----------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #282 Jeffrey Rd & Portola Pkwy | A | xxxxxx 0.584 | A | xxxxxx 0.584 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | B | xxxxxx 0.666 | B | xxxxxx 0.666 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | C | xxxxxx 0.705 | C | xxxxxx 0.705 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | B | xxxxxx 0.632 | B | xxxxxx 0.632 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx 0.374 | A | xxxxxx 0.374 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | B | xxxxxx 0.674 | B | xxxxxx 0.674 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | C | xxxxxx 0.736 | C | xxxxxx 0.736 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | B | 14.7 0.703 | B | 14.7 0.703 | + 0.000 D/V |
| #304 Sand Canyon Ave & Marine Wy | D | xxxxxx 0.853 | D | xxxxxx 0.853 | + 0.000 V/C |
| #305 Sand Canyon Ave & I-5 SB Ramps | C | 26.7 0.859 | C | 26.7 0.859 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxxx 1.167 | F | xxxxxx 1.167 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 15.3 0.550 | B | 15.3 0.550 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 10.0 0.633 | B | 10.0 0.633 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | E | xxxxxx 0.922 | E | xxxxxx 0.922 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | B | xxxxxx 0.669 | B | xxxxxx 0.669 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | B | xxxxxx 0.688 | B | xxxxxx 0.688 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | A | xxxxxx 0.599 | A | xxxxxx 0.599 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | B | 14.2 0.838 | B | 14.2 0.838 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | B | 17.2 0.717 | B | 17.2 0.717 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | C | xxxxxx 0.799 | C | xxxxxx 0.799 | + 0.000 V/C |
| #556 Ridge Valley & Portola Pkwy | A | xxxxxx 0.523 | A | xxxxxx 0.523 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 2.5 0.305 | A | 2.5 0.305 | + 0.000 V/C |
| #558 "O" St & Irvine Blvd | C | xxxxxx 0.724 | C | xxxxxx 0.724 | + 0.000 V/C |

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| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|--------------|-------------|--------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #559 "O" St & Trabuco Rd | A | xxxxxx 0.524 | A | xxxxxx 0.524 | + 0.000 V/C |
| #560 "O" St & Marine Wy | A | xxxxxx 0.329 | A | xxxxxx 0.329 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | A | xxxxxx 0.190 | A | xxxxxx 0.190 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | A | xxxxxx 0.591 | A | xxxxxx 0.591 | + 0.000 V/C |
| #603 "O" St & "LN" St | B | 12.6 0.183 | B | 12.6 0.183 | + 0.000 D/V |
| #605 "O" St & "LQ" St | A | 2.7 0.196 | A | 2.7 0.196 | + 0.000 V/C |
| #608 "O" St & "LV" St | A | 8.4 0.022 | A | 8.4 0.022 | + 0.000 D/V |
| #626 "LY" St & "LQ" St | A | 4.2 0.271 | A | 4.2 0.271 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | A | xxxxxx 0.484 | A | xxxxxx 0.484 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A | 9.4 0.015 | A | 9.4 0.015 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A | 3.5 0.166 | A | 3.5 0.166 | + 0.000 V/C |
| #790 "Z" St & Irvine Blvd | C | xxxxxx 0.736 | C | xxxxxx 0.736 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D | xxxxxx 0.819 | D | xxxxxx 0.819 | + 0.000 V/C |

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Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| #603 "O" St & "LN" St | No / No | ??? / ??? |
| #608 "O" St & "LV" St | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |

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Peak Hour Delay Signal Warrant Report

Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Del.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=23]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=705]

FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=147]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=705]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|----|----|--------------|-----|----|------------|---|----|------------|----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 15 | 73 | 11 | 5 | 381 | 50 | 5 | 5 | 13 | 110 | 32 | 5 | | | | | | |
| Major Street Volume: | 535 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 147 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 643 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Peak Hour Delay Signal Warrant Report

 Intersection #608 "O" St & "LV" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|---|---|--------------|---|---|------------|---|---|------------|---|----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 8.4 | | |

 Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=24]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=2][total volume=29]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #608 "O" St & "LV" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------------------|--------------|---|---|--------------|---|---|------------|---|---|------------|---|----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| Major Street Volume: | 5 | | | | | | | | | | | |
| Minor Approach Volume: | 24 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1632 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | |
|--------------|--------------|----|---|--------------|-----|----|------------|---|---|------------|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 5 | 56 | 0 | 0 | 128 | 14 | 12 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.4 | | | xxxxxx | | | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=17]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=220]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|-----|------------|----|----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 5 | | 56 | | 0 | 0 | | 128 | | 14 | 12 | | 0 | | 5 | 0 | | 0 | | 0 |
| Major Street Volume: | 203 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 17 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1060 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Volume and rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat., and rows for Sat/Lane, Adjustment, Lanes, and Final Sat..

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves, and rows for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 89 | 427 | 313 | 154 | 703 | 32 | 61 | 1007 | 263 | 549 | 1476 | 235 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 89 | 427 | 313 | 154 | 703 | 32 | 61 | 1007 | 263 | 549 | 1476 | 235 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 89 | 427 | 0 | 154 | 703 | 32 | 61 | 1007 | 263 | 549 | 1476 | 235 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 89 | 427 | 0 | 154 | 703 | 32 | 61 | 1007 | 263 | 549 | 1476 | 235 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 89 | 427 | 0 | 154 | 703 | 32 | 61 | 1007 | 263 | 549 | 1476 | 235 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.38 | 0.62 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4044 | 1056 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.08 | 0.00 | 0.05 | 0.14 | 0.02 | 0.02 | 0.25 | 0.25 | 0.16 | 0.43 | 0.14 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.374
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes. Includes data for protected movements and lane configurations.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume for each movement.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat. for each movement.

Capacity Analysis Module table showing Vol/Sat, Crit Moves for each movement.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns and 13 rows. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns and 5 rows. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows. Rows include Vol/Sat and Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 0 Average Delay (sec/veh): 14.7
Optimal Cycle: 77 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Sand Canyon Ave & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.853
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.859
Loss Time (sec): 0 Average Delay (sec/veh): 26.7
Optimal Cycle: 162 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.167
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.550
Loss Time (sec): 0 Average Delay (sec/veh): 15.3
Optimal Cycle: 51 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 0 Average Delay (sec/veh): 10.0
Optimal Cycle: 62 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.922
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume categories and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity analysis and 3 rows for Vol/Sat, Crit Moves, and a summary row.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 147 | 1020 | 209 | 121 | 2120 | 80 | 11 | 12 | 28 | 385 | 42 | 99 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 147 | 1020 | 209 | 121 | 2120 | 80 | 11 | 12 | 28 | 385 | 42 | 99 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 147 | 1020 | 0 | 121 | 2120 | 80 | 11 | 12 | 0 | 385 | 42 | 99 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 147 | 1020 | 0 | 121 | 2120 | 80 | 11 | 12 | 0 | 385 | 42 | 99 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 147 | 1020 | 0 | 121 | 2120 | 80 | 11 | 12 | 0 | 385 | 42 | 99 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.89 | 0.11 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4915 | 185 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.20 | 0.00 | 0.04 | 0.43 | 0.43 | 0.01 | 0.01 | 0.00 | 0.11 | 0.02 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 0 Average Delay (sec/veh): 14.2
Optimal Cycle: 140 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 0 Average Delay (sec/veh): 17.2
Optimal Cycle: 81 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume categories (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume) and 4 rows for North, South, East, and West bounds.

Saturation Flow Module table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity analysis and 3 rows for Vol/Sat, Crit Moves, and a summary row.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity metrics and 3 rows for Vol/Sat, Crit Moves, and a summary row.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.5 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing traffic volumes and adjustment factors for various vehicle types and conditions.

PCE Module:

Table with 13 columns representing PCE (Passenger Car Equivalent) volumes for different vehicle types.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics: CircVolume, MaxVolume, PedVolume, AdjMaxVol, ApproachVol, ApproachV/C, ApproachDel, ApproachLOS, Queue.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.724
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.524
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, OvlAdjV/S, and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.329
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 18 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 118 | 0 | 223 | 76 | 252 | 0 | 0 | 169 | 27 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 118 | 0 | 223 | 76 | 252 | 0 | 0 | 169 | 27 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 118 | 0 | 223 | 76 | 252 | 0 | 0 | 169 | 27 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 118 | 0 | 223 | 76 | 252 | 0 | 0 | 169 | 27 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 118 | 0 | 223 | 76 | 252 | 0 | 0 | 169 | 27 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.13 | 0.04 | 0.15 | 0.00 | 0.00 | 0.10 | 0.02 |
| Crit Moves: | | | | | | **** | | **** | | **** | | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.190
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 15 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 28 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 46 | 54 | 127 | 339 | 95 | 124 | 68 | 1569 | 53 | 100 | 1234 | 157 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 46 | 54 | 127 | 339 | 95 | 124 | 68 | 1569 | 53 | 100 | 1234 | 157 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 46 | 54 | 127 | 339 | 95 | 124 | 68 | 1569 | 53 | 100 | 1234 | 157 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 46 | 54 | 127 | 339 | 95 | 124 | 68 | 1569 | 53 | 100 | 1234 | 157 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 46 | 54 | 127 | 339 | 95 | 124 | 68 | 1569 | 53 | 100 | 1234 | 157 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.03 | 0.07 | 0.10 | 0.06 | 0.07 | 0.04 | 0.31 | 0.03 | 0.06 | 0.24 | 0.09 |
| Crit Moves: | | | **** | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[12.6]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 1 1 0).

Volume Module: Table with 13 columns for traffic volumes and 4 rows: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with 13 columns for gap values and 2 rows: Critical Gap, FollowUpTim.

Capacity Module: Table with 13 columns for capacity metrics and 4 rows: Conflict Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module: Table with 13 columns for LOS metrics and 6 rows: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 2.7 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 13 columns representing different PCE (Passenger Car Equivalent) volumes and adjustments.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Average Delay (sec/veh): 8.2 Worst Case Level Of Service: A[8.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes (0-1).

Volume Module table with 12 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows for Critical Gp and FollowUpTim.

Capacity Module table with 12 columns and 4 rows for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 8 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.2 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 12 columns representing different PCE types like AutoPCE, TruckPCE, ComboPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[9.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustments (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume).

Critical Gap Module: Table with 12 columns showing critical gap values and follow-up times.

Capacity Module: Table with 12 columns showing conflict volumes, potent capacity, move capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

High School #5 TIA
Year 2017 No Project
2011 Approved Project

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 3.5 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, and Lanes.

Volume Module:

Table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 12 columns representing different PCE components like AutoPCE, TruckPCE, ComboPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

 High School #5 TIA
 Year 2017 No Project
 2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 41 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 78 | 20 | 182 | 198 | 78 | 86 | 25 | 1948 | 83 | 137 | 1352 | 28 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 78 | 20 | 182 | 198 | 78 | 86 | 25 | 1948 | 83 | 137 | 1352 | 28 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 78 | 20 | 182 | 198 | 78 | 86 | 25 | 1948 | 83 | 137 | 1352 | 28 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 78 | 20 | 182 | 198 | 78 | 86 | 25 | 1948 | 83 | 137 | 1352 | 28 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 78 | 20 | 182 | 198 | 78 | 86 | 25 | 1948 | 83 | 137 | 1352 | 28 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.01 | 0.11 | 0.12 | 0.05 | 0.05 | 0.01 | 0.38 | 0.05 | 0.08 | 0.27 | 0.02 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |

High School #5 TIA
Year 2017 No Project
2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows including Vol/Sat and Crit Moves.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-----------|------|----------|------|-----------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | | Direction | | N/A | | Direction | | N/A | | Initial ICU |
| V/C | | 0.00 | | V/C | | 0.00 | | V/C | | 0.00 | | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | | RTOG | | 0.00 | | RTOG | | 0.00 | | Right Turn Adjustment |
| RTOR | | 0.00 | | RTOR | | 0.00 | | RTOR | | 0.00 | | |
| RTC | | 0.00 | | RTC | | 0.00 | | RTC | | 0.00 | | |
| Addl ICU | | 0.00 | | Addl ICU | | 0.00 | | Addl ICU | | 0.00 | | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.05 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.05 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.05 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.05 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.05 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 770 | 26 | 28 | 23 | 22 | 7 | 23 | 485 | 380 | 164 | 954 | 24 | Volume |
| 0.23 | 0.02 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.14 | 0.22 | 0.05 | 0.28 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.23 | | V/C | 0.01 | | V/C | 0.01 | | V/C | 0.28 | | 0.534 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.23 | | RTOG | 0.01 | | RTOG | 0.25 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.15 | | RTOR | 0.01 | | RTOR | 0.23 | | RTOR | 0.22 | | |
| RTC | 0.34 | | RTC | 0.02 | | RTC | 0.42 | | RTC | 0.45 | | |
| Addl ICU | -0.34 | | Addl ICU | -0.02 | | Addl ICU | -0.19 | | Addl ICU | -0.43 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.58 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 0 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 4044 | 1056 | 3400 | 3400 | 1700 | Total Saturation |
| 89 | 427 | 313 | 154 | 703 | 32 | 61 | 1007 | 263 | 549 | 1476 | 235 | Volume |
| 0.03 | 0.08 | 0.00 | 0.05 | 0.14 | 0.02 | 0.02 | 0.25 | 0.25 | 0.16 | 0.43 | 0.14 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.03 | | V/C | 0.14 | | V/C | 0.02 | | V/C | 0.43 | | 0.616 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.14 | | RTOG | 0.29 | | RTOG | 0.43 | | Right Turn Adjustment |
| RTOR | 0.20 | | RTOR | 0.02 | | RTOR | 0.03 | | RTOR | 0.08 | | |
| RTC | 0.27 | | RTC | 0.15 | | RTC | 0.31 | | RTC | 0.49 | | |
| Addl ICU | -0.27 | | Addl ICU | -0.13 | | Addl ICU | -0.06 | | Addl ICU | -0.36 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.67 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 1700 | 1700 | Total Saturation |
| 162 | 547 | 148 | 65 | 1151 | 333 | 221 | 146 | 201 | 462 | 330 | 97 | Volume |
| 0.05 | 0.11 | 0.09 | 0.02 | 0.23 | 0.20 | 0.13 | 0.04 | 0.12 | 0.14 | 0.19 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.23 | V/C | | 0.13 | V/C | | 0.19 | 0.597 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.25 | RTOG | | 0.23 | RTOG | | 0.19 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.28 | RTOR | | 0.13 | RTOR | | 0.05 | RTOR | | 0.17 | |
| RTC | | 0.47 | RTC | | 0.32 | RTC | | 0.22 | RTC | | 0.32 | |
| Addl ICU | | -0.38 | Addl ICU | | -0.13 | Addl ICU | | -0.11 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.65 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 114 | 655 | 182 | 163 | 1481 | 288 | 185 | 325 | 121 | 551 | 669 | 66 | Volume |
| 0.03 | 0.13 | 0.11 | 0.05 | 0.29 | 0.17 | 0.05 | 0.10 | 0.07 | 0.16 | 0.20 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.29 | V/C | | 0.10 | V/C | | 0.16 | 0.582 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.28 | RTOG | | 0.29 | RTOG | | 0.10 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.06 | RTOR | | 0.03 | RTOR | | 0.20 | |
| RTC | | 0.40 | RTC | | 0.34 | RTC | | 0.12 | RTC | | 0.35 | |
| Addl ICU | | -0.29 | Addl ICU | | -0.17 | Addl ICU | | -0.05 | Addl ICU | | -0.31 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 146 | 0 | 185 | 0 | 0 | 0 | 0 | 350 | 467 | 430 | 915 | 0 | Volume |
| 0.04 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.13 | 0.27 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.27 | 0.312 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | -0.04 | RTOG | | 0.14 | RTOG | | 0.27 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.17 | RTC | | -0.04 | RTC | | 0.17 | RTC | | 0.30 | |
| Addl ICU | | -0.11 | Addl ICU | | 0.04 | Addl ICU | | -0.17 | Addl ICU | | -0.30 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.36 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 79 | 401 | 354 | 412 | 803 | 62 | 108 | 1122 | 231 | 679 | 1261 | 131 | Volume |
| 0.02 | 0.08 | 0.10 | 0.12 | 0.24 | 0.04 | 0.03 | 0.17 | 0.14 | 0.20 | 0.25 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.02 | | V/C | 0.24 | | V/C | 0.17 | | V/C | 0.20 | | 0.624 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.14 | | RTOG | 0.24 | | RTOG | 0.17 | | RTOG | 0.33 | | Right Turn Adjustment |
| RTOR | 0.20 | | RTOR | 0.12 | | RTOR | 0.02 | | RTOR | 0.18 | | |
| RTC | 0.29 | | RTC | 0.32 | | RTC | 0.18 | | RTC | 0.47 | | |
| Addl ICU | -0.18 | | Addl ICU | -0.29 | | Addl ICU | -0.05 | | Addl ICU | -0.39 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 253 | 549 | 118 | 129 | 2323 | 88 | 93 | 93 | 443 | 305 | 473 | 183 | Volume |
| 0.07 | 0.11 | 0.00 | 0.04 | 0.46 | 0.05 | 0.03 | 0.02 | 0.00 | 0.09 | 0.09 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.07 | | V/C | 0.46 | | V/C | 0.03 | | V/C | 0.09 | | 0.650 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.49 | | RTOG | 0.46 | | RTOG | 0.03 | | RTOG | 0.09 | | Right Turn Adjustment |
| RTOR | 0.10 | | RTOR | 0.03 | | RTOR | 0.07 | | RTOR | 0.42 | | |
| RTC | 0.57 | | RTC | 0.48 | | RTC | 0.09 | | RTC | 0.41 | | |
| Addl ICU | -0.57 | | Addl ICU | -0.42 | | Addl ICU | -0.09 | | Addl ICU | -0.30 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 4 | 1 | 1.5 | 0.5 | 2 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 1700 | 6800 | 1700 | 3313 | 87 | 3400 | 1700 | 567 | 1133 | Total Saturation |
| 152 | 870 | 8 | 6 | 3261 | 317 | 266 | 7 | 521 | 9 | 4 | 8 | Volume |
| 0.04 | 0.13 | 0.00 | 0.00 | 0.48 | 0.19 | 0.08 | 0.08 | 0.15 | 0.01 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.04 | | V/C | 0.48 | | V/C | 0.08 | | V/C | 0.01 | | 0.612 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.52 | | RTOG | 0.48 | | RTOG | 0.08 | | RTOG | 0.01 | | Right Turn Adjustment |
| RTOR | 0.01 | | RTOR | 0.08 | | RTOR | 0.04 | | RTOR | 0.40 | | |
| RTC | 0.53 | | RTC | 0.54 | | RTC | 0.12 | | RTC | 0.30 | | |
| Addl ICU | -0.52 | | Addl ICU | -0.35 | | Addl ICU | 0.04 | | Addl ICU | -0.30 | | |
| | 0.00 | | | 0.00 | | | 0.04 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #304 Sand Canyon Ave (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 | Total Saturation |
| 0 | 925 | 189 | 182 | 3586 | 0 | 0 | 0 | 0 | 339 | 0 | 84 | Volume |
| 0.00 | 0.14 | 0.11 | 0.05 | 0.53 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.53 | V/C | | 0.00 | V/C | | 0.20 | 0.727 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.47 | RTOG | | 0.53 | RTOG | | -0.20 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.20 | RTOR | | 0.20 | RTOR | | 0.00 | RTOR | | 0.39 | |
| RTC | | 0.62 | RTC | | 0.68 | RTC | | -0.20 | RTC | | 0.49 | |
| Addl ICU | | -0.51 | Addl ICU | | -0.68 | Addl ICU | | 0.20 | Addl ICU | | -0.44 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 795 | 166 | 883 | 3048 | 0 | 381 | 3 | 1090 | 0 | 0 | 0 | Volume |
| 0.00 | 0.12 | 0.10 | 0.26 | 0.45 | 0.00 | 0.09 | 0.00 | 0.43 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.45 | V/C | | 0.09 | V/C | | 0.00 | 0.538 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.45 | RTOG | | 0.09 | RTOG | | -0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.00 | RTOR | | 0.33 | |
| RTC | | 0.26 | RTC | | 0.52 | RTC | | 0.09 | RTC | | 0.16 | |
| Addl ICU | | -0.16 | Addl ICU | | -0.52 | Addl ICU | | 0.34 | Addl ICU | | -0.16 | |
| | | 0.00 | | | 0.00 | | | 0.34 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.93 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 4 | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 6800 | 1700 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 23 | 831 | 76 | 97 | 3474 | 114 | 19 | 2 | 20 | 70 | 7 | 66 | Volume |
| 0.01 | 0.12 | 0.04 | 0.06 | 0.68 | 0.07 | 0.01 | 0.00 | 0.01 | 0.04 | 0.00 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.01 | | V/C | 0.68 | | V/C | 0.00 | | V/C | 0.04 | | 0.737 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.64 | | RTOG | 0.68 | | RTOG | 0.00 | | RTOG | 0.03 | | Right Turn Adjustment |
| RTOR | 0.04 | | RTOR | 0.04 | | RTOR | 0.01 | | RTOR | 0.57 | | |
| RTC | 0.67 | | RTC | 0.71 | | RTC | 0.01 | | RTC | 0.46 | | |
| Addl ICU | -0.62 | | Addl ICU | -0.64 | | Addl ICU | 0.00 | | Addl ICU | -0.42 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.79 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 2550 | 2550 | Total Saturation |
| 73 | 549 | 150 | 1435 | 1813 | 248 | 78 | 135 | 107 | 78 | 163 | 278 | Volume |
| 0.04 | 0.11 | 0.09 | 0.42 | 0.36 | 0.15 | 0.02 | 0.08 | 0.06 | 0.02 | 0.06 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.11 | | V/C | 0.42 | | V/C | 0.02 | | V/C | 0.06 | | 0.617 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.11 | | RTOG | 0.49 | | RTOG | 0.06 | | RTOG | 0.06 | | Right Turn Adjustment |
| RTOR | 0.01 | | RTOR | 0.02 | | RTOR | 0.17 | | RTOR | 0.42 | | |
| RTC | 0.11 | | RTC | 0.50 | | RTC | 0.19 | | RTC | 0.38 | | |
| Addl ICU | -0.03 | | Addl ICU | -0.36 | | Addl ICU | -0.13 | | Addl ICU | -0.27 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.67 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 245 | 0 | 291 | 0 | 1522 | 342 | 247 | 1631 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.09 | 0.00 | 0.22 | 0.20 | 0.15 | 0.32 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.14 | V/C | | 0.22 | V/C | | 0.15 | 0.513 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.14 | RTOG | | 0.14 | RTOG | | 0.22 | RTOG | | 0.37 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.05 | RTOR | | 0.14 | RTOR | | 0.14 | |
| RTC | | -0.04 | RTC | | 0.18 | RTC | | 0.33 | RTC | | 0.48 | |
| Addl ICU | | 0.04 | Addl ICU | | -0.10 | Addl ICU | | -0.13 | Addl ICU | | -0.48 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.56 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4719 | 381 | Total Saturation |
| 111 | 0 | 297 | 0 | 0 | 0 | 0 | 1620 | 216 | 0 | 1784 | 144 | Volume |
| 0.07 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.48 | 0.00 | 0.00 | 0.38 | 0.38 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.38 | 0.443 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | -0.07 | RTOG | | 0.38 | RTOG | | 0.38 | Right Turn Adjustment |
| RTOR | | -0.10 | RTOR | | 0.00 | RTOR | | 0.07 | RTOR | | 0.07 | |
| RTC | | -0.01 | RTC | | -0.07 | RTC | | 0.43 | RTC | | 0.43 | |
| Addl ICU | | 0.18 | Addl ICU | | 0.07 | Addl ICU | | -0.43 | Addl ICU | | -0.05 | |
| | | 0.18 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.68 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 207 | 390 | 94 | 263 | 1526 | 590 | 513 | 1150 | 738 | 264 | 894 | 181 | Volume |
| 0.06 | 0.08 | 0.00 | 0.08 | 0.30 | 0.00 | 0.15 | 0.23 | 0.43 | 0.08 | 0.18 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.06 | V/C | | 0.30 | V/C | | 0.23 | V/C | | 0.08 | 0.663 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.28 | RTOG | | 0.30 | RTOG | | 0.23 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.13 | RTOR | | 0.06 | RTOR | | 0.28 | |
| RTC | | 0.34 | RTC | | 0.40 | RTC | | 0.27 | RTC | | 0.36 | |
| Addl ICU | | -0.34 | Addl ICU | | -0.40 | Addl ICU | | 0.16 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.16 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.88 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5039 | 61 | 1700 | 567 | 1133 | 1700 | 1700 | 1700 | Total Saturation |
| 71 | 1121 | 76 | 72 | 2244 | 27 | 2 | 6 | 12 | 206 | 36 | 145 | Volume |
| 0.04 | 0.22 | 0.00 | 0.04 | 0.45 | 0.45 | 0.00 | 0.01 | 0.01 | 0.12 | 0.02 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.45 | V/C | | 0.01 | V/C | | 0.12 | 0.619 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.44 | RTOG | | 0.45 | RTOG | | 0.01 | RTOG | | 0.13 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.11 | RTOR | | 0.04 | RTOR | | 0.27 | |
| RTC | | 0.54 | RTC | | 0.53 | RTC | | 0.04 | RTC | | 0.33 | |
| Addl ICU | | -0.54 | Addl ICU | | -0.08 | Addl ICU | | -0.03 | Addl ICU | | -0.25 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.67 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 4915 | 185 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 147 | 1020 | 209 | 121 | 2120 | 80 | 11 | 12 | 28 | 385 | 42 | 99 | Volume |
| 0.09 | 0.20 | 0.00 | 0.04 | 0.43 | 0.43 | 0.01 | 0.01 | 0.00 | 0.11 | 0.02 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.09 | V/C | | 0.43 | V/C | | 0.01 | V/C | | 0.11 | 0.638 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.48 | RTOG | | 0.43 | RTOG | | 0.01 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.10 | RTOR | | 0.09 | RTOR | | 0.32 | |
| RTC | | 0.57 | RTC | | 0.50 | RTC | | 0.07 | RTC | | 0.35 | |
| Addl ICU | | -0.57 | Addl ICU | | -0.07 | Addl ICU | | -0.07 | Addl ICU | | -0.29 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.69 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2800 | 600 | Total Saturation |
| 6 | 949 | 140 | 80 | 1462 | 877 | 386 | 140 | 12 | 309 | 406 | 87 | Volume |
| 0.00 | 0.19 | 0.00 | 0.02 | 0.29 | 0.00 | 0.11 | 0.04 | 0.01 | 0.09 | 0.15 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.29 | V/C | | 0.11 | V/C | | 0.15 | 0.549 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.29 | RTOG | | 0.17 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.22 | RTOR | | 0.11 | RTOR | | 0.00 | RTOR | | 0.10 | |
| RTC | | 0.43 | RTC | | 0.37 | RTC | | 0.17 | RTC | | 0.22 | |
| Addl ICU | | -0.43 | Addl ICU | | -0.37 | Addl ICU | | -0.16 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.60 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 2550 | 0 | 2550 | Total Saturation |
| 0 | 3141 | 495 | 0 | 825 | 0 | 0 | 0 | 0 | 174 | 0 | 691 | Volume |
| 0.00 | 0.62 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.27 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.62 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.07 | 0.684 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.62 | RTOG | | 0.62 | RTOG | | -0.07 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.07 | RTOR | | 0.45 | RTOR | | 0.00 | |
| RTC | | 0.67 | RTC | | 0.67 | RTC | | 0.27 | RTC | | 0.07 | |
| Addl ICU | | -0.67 | Addl ICU | | -0.67 | Addl ICU | | -0.27 | Addl ICU | | 0.20 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.20 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.94 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 875 | 0 | 0 | 753 | 299 | 2793 | 0 | 597 | 0 | 0 | 0 | Volume |
| 0.00 | 0.17 | 0.00 | 0.00 | 0.15 | 0.00 | 0.55 | 0.00 | 0.35 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.17 | V/C | | 0.00 | V/C | | 0.55 | V/C | | 0.00 | 0.719 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.17 | RTOG | | 0.17 | RTOG | | 0.55 | RTOG | | -0.55 | Right Turn Adjustment |
| RTOR | | 0.55 | RTOR | | 0.55 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.58 | RTC | | 0.58 | RTC | | 0.57 | RTC | | -0.55 | |
| Addl ICU | | -0.58 | Addl ICU | | -0.58 | Addl ICU | | -0.21 | Addl ICU | | 0.55 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 505 | 1195 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 193 | 19 | 45 | 135 | 63 | 36 | 22 | 438 | 91 | 176 | 1029 | 22 | Volume |
| 0.11 | 0.04 | 0.04 | 0.08 | 0.04 | 0.02 | 0.01 | 0.13 | 0.05 | 0.10 | 0.30 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.11 | | V/C | 0.04 | | V/C | 0.01 | | V/C | 0.30 | | 0.466 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.07 | | RTOG | 0.04 | | RTOG | 0.21 | | RTOG | 0.30 | | Right Turn Adjustment |
| RTOR | 0.19 | | RTOR | 0.01 | | RTOR | 0.11 | | RTOR | 0.11 | | |
| RTC | 0.21 | | RTC | 0.05 | | RTC | 0.30 | | RTC | 0.39 | | |
| Addl ICU | -0.17 | | Addl ICU | -0.03 | | Addl ICU | -0.24 | | Addl ICU | -0.37 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.52 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 283 | 1417 | 850 | 278 | 1422 | Total Saturation |
| 5 | 101 | 5 | 98 | 362 | 271 | 39 | 5 | 25 | 5 | 25 | 128 | Volume |
| 0.01 | 0.06 | 0.01 | 0.12 | 0.21 | 0.32 | 0.05 | 0.02 | 0.02 | 0.01 | 0.09 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.01 | V/C | | 0.21 | V/C | | 0.05 | V/C | | 0.09 | 0.355 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.21 | RTOG | | 0.13 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.05 | RTOR | | 0.01 | RTOR | | 0.16 | |
| RTC | | 0.19 | RTC | | 0.25 | RTC | | 0.13 | RTC | | 0.21 | |
| Addl ICU | | -0.19 | Addl ICU | | 0.07 | Addl ICU | | -0.12 | Addl ICU | | -0.12 | |
| | | 0.00 | | | 0.07 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.48 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 220 | 38 | 44 | 120 | 285 | 603 | 128 | 1464 | 396 | 71 | 1340 | 30 | Volume |
| 0.06 | 0.01 | 0.03 | 0.07 | 0.08 | 0.00 | 0.04 | 0.29 | 0.23 | 0.02 | 0.39 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.06 | | V/C | 0.08 | | V/C | 0.04 | | V/C | 0.39 | | 0.580 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.08 | | RTOG | 0.08 | | RTOG | 0.41 | | RTOG | 0.39 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.04 | | RTOR | 0.06 | | RTOR | 0.14 | | |
| RTC | 0.19 | | RTC | 0.11 | | RTC | 0.46 | | RTC | 0.50 | | |
| Addl ICU | -0.16 | | Addl ICU | -0.11 | | Addl ICU | -0.23 | | Addl ICU | -0.48 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1558 | 142 | 1700 | 1700 | 1700 | 3400 | 3327 | 73 | 0 | 3182 | 218 | Total Saturation |
| 19 | 11 | 1 | 30 | 5 | 576 | 282 | 227 | 5 | 0 | 395 | 27 | Volume |
| 0.01 | 0.01 | 0.01 | 0.02 | 0.00 | 0.34 | 0.08 | 0.07 | 0.07 | 0.00 | 0.12 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.01 | V/C | | 0.02 | V/C | | 0.08 | V/C | | 0.12 | 0.232 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.01 | RTOG | | 0.21 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.08 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.11 | RTC | | 0.08 | RTC | | 0.22 | RTC | | 0.14 | |
| Addl ICU | | -0.10 | Addl ICU | | 0.26 | Addl ICU | | -0.16 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.26 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.54 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1700 | 1700 | Total Saturation |
| 0 | 0 | 0 | 118 | 0 | 223 | 76 | 252 | 0 | 0 | 169 | 27 | Volume |
| 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.13 | 0.04 | 0.15 | 0.00 | 0.00 | 0.10 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.00 | | V/C | 0.07 | | V/C | 0.15 | | V/C | 0.00 | | 0.218 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.07 | | RTOG | 0.07 | | RTOG | 0.15 | | RTOG | 0.10 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.05 | | RTOR | 0.07 | | RTOR | 0.07 | | |
| RTC | -0.07 | | RTC | 0.11 | | RTC | 0.20 | | RTC | 0.16 | | |
| Addl ICU | 0.07 | | Addl ICU | 0.03 | | Addl ICU | -0.20 | | Addl ICU | -0.14 | | |
| | 0.00 | | | 0.03 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.05 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 0 | 378 | 3022 | 1700 | 3400 | 1700 | 1700 | 3359 | 41 | Total Saturation |
| 41 | 5 | 20 | 0 | 2 | 16 | 36 | 115 | 60 | 18 | 327 | 4 | Volume |
| 0.01 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.02 | 0.03 | 0.04 | 0.01 | 0.10 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.01 | V/C | | 0.01 | V/C | | 0.02 | V/C | | 0.10 | 0.136 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.01 | RTOG | | 0.11 | RTOG | | 0.10 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.02 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.08 | RTC | | 0.02 | RTC | | 0.12 | RTC | | 0.11 | |
| Addl ICU | | -0.07 | Addl ICU | | -0.02 | Addl ICU | | -0.08 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.19 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 46 | 54 | 127 | 339 | 95 | 124 | 68 | 1569 | 53 | 100 | 1234 | 157 | Volume |
| 0.03 | 0.03 | 0.07 | 0.10 | 0.06 | 0.07 | 0.04 | 0.31 | 0.03 | 0.06 | 0.24 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.10 | V/C | | 0.31 | V/C | | 0.06 | 0.498 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.10 | RTOG | | 0.31 | RTOG | | 0.33 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.12 | RTOR | | 0.08 | RTOR | | 0.10 | |
| RTC | | 0.08 | RTC | | 0.20 | RTC | | 0.36 | RTC | | 0.40 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.12 | Addl ICU | | -0.33 | Addl ICU | | -0.31 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.55 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2955 | 445 | 1700 | 3006 | 394 | 1700 | 472 | 1228 | 1700 | 1470 | 230 | Total Saturation |
| 15 | 73 | 11 | 5 | 381 | 50 | 5 | 5 | 13 | 110 | 32 | 5 | Volume |
| 0.01 | 0.02 | 0.02 | 0.00 | 0.13 | 0.13 | 0.00 | 0.01 | 0.01 | 0.06 | 0.02 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.01 | | V/C | 0.13 | | V/C | 0.01 | | V/C | 0.06 | | 0.211 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.13 | | RTOG | 0.13 | | RTOG | 0.01 | | RTOG | 0.07 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.05 | | RTOR | 0.01 | | RTOR | 0.11 | | |
| RTC | 0.18 | | RTC | 0.17 | | RTC | 0.02 | | RTC | 0.16 | | |
| Addl ICU | -0.16 | | Addl ICU | -0.04 | | Addl ICU | -0.01 | | Addl ICU | -0.13 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.26 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 988 | 712 | 850 | 1462 | 238 | Total Saturation |
| 90 | 65 | 24 | 45 | 332 | 58 | 16 | 50 | 36 | 109 | 92 | 15 | Volume |
| 0.11 | 0.04 | 0.03 | 0.05 | 0.20 | 0.07 | 0.02 | 0.05 | 0.05 | 0.13 | 0.06 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.11 | V/C | | 0.20 | V/C | | 0.05 | V/C | | 0.13 | 0.480 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.25 | RTOG | | 0.20 | RTOG | | 0.05 | RTOG | | 0.16 | Right Turn Adjustment |
| RTOR | | 0.13 | RTOR | | 0.12 | RTOR | | 0.11 | RTOR | | 0.26 | |
| RTC | | 0.34 | RTC | | 0.28 | RTC | | 0.13 | RTC | | 0.36 | |
| Addl ICU | | -0.32 | Addl ICU | | -0.21 | Addl ICU | | -0.08 | Addl ICU | | -0.29 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.53 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | N/A | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.00 | | 0.003 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.00 | | RTOG | 0.00 | | RTOG | 0.00 | | RTOG | 0.00 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.00 | | RTOR | 0.00 | | RTOR | 0.00 | | |
| RTC | 0.00 | | RTC | 0.00 | | RTC | 0.00 | | RTC | 0.00 | | |
| Addl ICU | 0.00 | | Addl ICU | 0.00 | | Addl ICU | 0.00 | | Addl ICU | 0.01 | | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.01 | | 0.01 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.06 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1558 | 142 | 850 | 1662 | 38 | 850 | 1641 | 59 | 850 | 1673 | 27 | Total Saturation |
| 5 | 55 | 5 | 5 | 219 | 5 | 5 | 139 | 5 | 5 | 306 | 5 | Volume |
| 0.01 | 0.04 | 0.04 | 0.01 | 0.13 | 0.13 | 0.01 | 0.08 | 0.08 | 0.01 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.01 | V/C | | 0.13 | V/C | | 0.01 | V/C | | 0.18 | 0.326 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.13 | RTOG | | 0.18 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.10 | |
| RTC | | 0.21 | RTC | | 0.14 | RTC | | 0.19 | RTC | | 0.26 | |
| Addl ICU | | -0.17 | Addl ICU | | 0.00 | Addl ICU | | -0.10 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 117 | 0 | 140 | 0 | 0 | 0 | 0 | 1498 | 107 | 99 | 1170 | 0 | Volume |
| 0.07 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 | 0.06 | 0.06 | 0.34 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.29 | V/C | | 0.06 | 0.421 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | -0.07 | RTOG | | 0.29 | RTOG | | 0.35 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.01 | RTOR | | 0.07 | RTOR | | 0.07 | |
| RTC | | 0.11 | RTC | | -0.06 | RTC | | 0.35 | RTC | | 0.40 | |
| Addl ICU | | -0.03 | Addl ICU | | 0.06 | Addl ICU | | -0.28 | Addl ICU | | -0.40 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.47 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 5 | 56 | 0 | 0 | 128 | 14 | 12 | 0 | 5 | 0 | 0 | 0 | Volume |
| 0.00 | 0.03 | 0.00 | 0.00 | 0.08 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.08 | V/C | | 0.01 | V/C | | 0.00 | 0.085 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | 0.08 | RTOG | | 0.01 | RTOG | | -0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.05 | |
| RTC | | 0.08 | RTC | | 0.08 | RTC | | 0.01 | RTC | | 0.03 | |
| Addl ICU | | -0.08 | Addl ICU | | -0.07 | Addl ICU | | -0.01 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.14 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0.5 | 0.5 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 63 | 1638 | 31 | 44 | 1656 | 22 | Total Saturation |
| 0 | 0 | 0 | 5 | 5 | 76 | 5 | 131 | 5 | 5 | 189 | 5 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.09 | 0.08 | 0.08 | 0.08 | 0.11 | 0.12 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.08 | V/C | | 0.11 | 0.196 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.00 | RTOG | | 0.08 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.08 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.08 | RTC | | 0.06 | RTC | | 0.09 | RTC | | 0.12 | |
| Addl ICU | | -0.08 | Addl ICU | | 0.03 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.03 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.28 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 78 | 20 | 182 | 198 | 78 | 86 | 25 | 1948 | 83 | 137 | 1352 | 28 | Volume |
| 0.05 | 0.01 | 0.11 | 0.12 | 0.05 | 0.05 | 0.01 | 0.38 | 0.05 | 0.08 | 0.27 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.12 | V/C | | 0.38 | V/C | | 0.08 | 0.591 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.08 | RTOG | | 0.38 | RTOG | | 0.45 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.20 | RTOR | | 0.08 | RTOR | | 0.12 | |
| RTC | | 0.07 | RTC | | 0.23 | RTC | | 0.44 | RTC | | 0.54 | |
| Addl ICU | | 0.03 | Addl ICU | | -0.18 | Addl ICU | | -0.39 | Addl ICU | | -0.52 | |
| | | 0.03 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.68 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 162 | 0 | 58 | 24 | 2290 | 0 | 0 | 1539 | 59 | Volume |
| 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.03 | 0.01 | 0.67 | 0.00 | 0.00 | 0.45 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.00 | | V/C | 0.10 | | V/C | 0.67 | | V/C | 0.00 | | 0.769 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.10 | | RTOG | 0.10 | | RTOG | 0.67 | | RTOG | 0.66 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.22 | | RTOR | 0.10 | | RTOR | 0.10 | | |
| RTC | -0.10 | | RTC | 0.26 | | RTC | 0.75 | | RTC | 0.73 | | |
| Addl ICU | 0.10 | | Addl ICU | -0.23 | | Addl ICU | -0.75 | | Addl ICU | -0.70 | | |
| | 0.10 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.91 | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2017 – NO PROJECT
2011 APPROVED PROJECT
PM PEAK HOUR**

High School #5 TIA
 Year 2017 No Project
 2011 Approved Project

Impact Analysis Report
 Level Of Service

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|----------------|-------------|----------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #282 Jeffrey Rd & Portola Pkwy | B | xxxxxx 0.637 | B | xxxxxx 0.637 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | B | xxxxxx 0.677 | B | xxxxxx 0.677 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | B | xxxxxx 0.632 | B | xxxxxx 0.632 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | C | xxxxxx 0.727 | C | xxxxxx 0.727 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx 0.475 | A | xxxxxx 0.475 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | B | xxxxxx 0.622 | B | xxxxxx 0.622 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | B | xxxxxx 0.689 | B | xxxxxx 0.689 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | B | 18.7 0.717 | B | 18.7 0.717 | + 0.000 D/V |
| #304 Sand Canyon Ave & Marine Wy | D | xxxxxx 0.900 | D | xxxxxx 0.900 | + 0.000 V/C |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 17.4 0.764 | B | 17.4 0.764 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxxx 1.104 | F | xxxxxx 1.104 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 10.9 0.493 | B | 10.9 0.493 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 16.9 0.765 | B | 16.9 0.765 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | D | xxxxxx 0.823 | D | xxxxxx 0.823 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | A | xxxxxx 0.597 | A | xxxxxx 0.597 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx 0.566 | A | xxxxxx 0.566 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | B | xxxxxx 0.697 | B | xxxxxx 0.697 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | A | 7.2 0.891 | A | 7.2 0.891 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 23.4 0.842 | C | 23.4 0.842 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | D | xxxxxx 0.833 | D | xxxxxx 0.833 | + 0.000 V/C |
| #556 Ridge Valley & Portola Pkwy | B | xxxxxx 0.650 | B | xxxxxx 0.650 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 2.8 0.232 | A | 2.8 0.232 | + 0.000 V/C |
| #558 "O" St & Irvine Blvd | D | xxxxxx 0.893 | D | xxxxxx 0.893 | + 0.000 V/C |

 High School #5 TIA
 Year 2017 No Project
 2011 Approved Project

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|--------------|-------------|--------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #559 "O" St & Trabuco Rd | A | xxxxxx 0.420 | A | xxxxxx 0.420 | + 0.000 V/C |
| #560 "O" St & Marine Wy | A | xxxxxx 0.362 | A | xxxxxx 0.362 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | A | xxxxxx 0.153 | A | xxxxxx 0.153 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | B | xxxxxx 0.603 | B | xxxxxx 0.603 | + 0.000 V/C |
| #603 "O" St & "LN" St | B | 12.9 0.074 | B | 12.9 0.074 | + 0.000 D/V |
| #605 "O" St & "LQ" St | A | 2.8 0.224 | A | 2.8 0.224 | + 0.000 V/C |
| #608 "O" St & "LV" St | A | 8.3 0.012 | A | 8.3 0.012 | + 0.000 D/V |
| #626 "LY" St & "LQ" St | A | 4.0 0.245 | A | 4.0 0.245 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | C | xxxxxx 0.702 | C | xxxxxx 0.702 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A | 9.4 0.014 | A | 9.4 0.014 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A | 3.6 0.203 | A | 3.6 0.203 | + 0.000 V/C |
| #790 "Z" St & Irvine Blvd | B | xxxxxx 0.625 | B | xxxxxx 0.625 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D | xxxxxx 0.854 | D | xxxxxx 0.854 | + 0.000 V/C |

High School #5 TIA
Year 2017 No Project
2011 Approved Project

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| #603 "O" St & "LN" St | No / No | ??? / ??? |
| #608 "O" St & "LV" St | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |

High School #5 TIA
Year 2017 No Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes (1-0-1-1-0), Final Volume (14 240 69 5 217 20 31 23 25 35 10 5), and Approach Del (xxxxxx, 11.9, 12.9).

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=79]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=694]

FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=694]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 High School #5 TIA
 Year 2017 No Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|----|--------------|-----|----|------------|----|----|------------|----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 14 | 240 | 69 | 5 | 217 | 20 | 31 | 23 | 25 | 35 | 10 | 5 | | | | | | |
| Major Street Volume: | 565 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 79 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 620 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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High School #5 TIA
Year 2017 No Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #608 "O" St & "LV" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Del.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=5]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=25]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 High School #5 TIA
 Year 2017 No Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #608 "O" St & "LV" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|---|---|--------------|----|---|---|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Major Street Volume: | | | | | 20 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 5 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1263 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 High School #5 TIA
 Year 2017 No Project
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

 Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|-----|---|--------------|----|----|------------|---|---|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 5 | 115 | 0 | 0 | 93 | 13 | 11 | 0 | 5 | 0 | 0 | 0 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.4 | | | xxxxxx | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=16]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=242]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 High School #5 TIA
 Year 2017 No Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|----|----|------------|---|---|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 5 | 115 | 0 | 0 | 93 | 13 | 11 | 0 | 5 | 0 | 0 | 0 | | | | | | |
| Major Street Volume: | 226 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 16 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1014 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

High School #5 TIA
Year 2017 No Project
2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns for different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for Vol/Sat and Crit Moves.

High School #5 TIA
Year 2017 No Project
2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat and Crit Moves.

High School #5 TIA
Year 2017 No Project
2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for volume and adjustment factors across four approaches.

Saturation Flow Module table with 12 columns for saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns for capacity and critical moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.475
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns for various volume and adjustment factors: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with 13 columns for saturation flow parameters: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.689
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 0 Average Delay (sec/veh): 18.7
Optimal Cycle: 81 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Sand Canyon Ave & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 0 Average Delay (sec/veh): 17.4
Optimal Cycle: 97 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.104
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 0 Average Delay (sec/veh): 10.9
Optimal Cycle: 45 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.765
Loss Time (sec): 0 Average Delay (sec/veh): 16.9
Optimal Cycle: 97 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Year 2017 No Project
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume categories and 12 rows of adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow values and 4 rows of adjustment factors.

Capacity Analysis Module table with 12 columns representing capacity analysis values and 2 rows of critical moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module table with 12 columns representing capacity and critical moves like Vol/Sat, Crit Moves.

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Year 2017 No Project
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Year 2017 No Project
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 12 columns representing capacity and critical moves like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.891
Loss Time (sec): 0 Average Delay (sec/veh): 7.2
Optimal Cycle: 180 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume and adjustment factors (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume).

Saturation Flow Module: Table with 12 columns for saturation flow and adjustment factors (Sat/Lane, Adjustment, Lanes, Final Sat.).

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ).

Note: Queue reported is the number of cars per lane.

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Year 2017 No Project
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.842
Loss Time (sec): 0 Average Delay (sec/veh): 23.4
Optimal Cycle: 144 Level Of Service: C

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Volume and rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat., and rows for Sat/Lane, Adjustment, Lanes, and Final Sat..

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ, and rows for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Year 2017 No Project
2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Year 2017 No Project
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.8 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 13 columns representing different PCE (Passenger Car Equivalent) factors like AutoPCE, TruckPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Year 2017 No Project
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume categories and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics and 4 rows for Vol/Sat, OvlAdjV/S, Crit Moves, and a summary row.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.362
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Year 2017 No Project
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.153
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 14 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume categories and 12 rows of adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 3 rows of capacity analysis data.

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Year 2017 No Project
2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 29 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves.

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Year 2017 No Project
2011 Approved Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[12.9]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 1 1 0).

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 rows for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for gap components (Critical Gap, FollowUpTim) and 4 rows for North, South, East, West bounds.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) and 4 rows for North, South, East, West bounds.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 rows for North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

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Year 2017 No Project
2011 Approved Project

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 2.8 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 13 columns representing PCE types and volumes like AutoPCE, TruckPCE, ComboPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Year 2017 No Project
2011 Approved Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Average Delay (sec/veh): 7.4 Worst Case Level Of Service: A[8.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustments for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time values.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, move capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing 2Way95thQ, control delay, LOS by movement, shared capacity, shared queue, shared delay, shared LOS, approach delay, and approach LOS.

Note: Queue reported is the number of cars per lane.

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Year 2017 No Project
2011 Approved Project

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.0 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 12 columns representing different PCE (Passenger Car Equivalent) factors like AutoPCE, TruckPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

High School #5 TIA
Year 2017 No Project
2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume types (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume) and 4 rows for North, South, East, and West bounds.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat. for North, South, East, and West bounds.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves for North, South, East, and West bounds.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[9.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustments for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up times for each approach.

Capacity Module: Table with 12 columns showing conflict volume, potent capacity, move capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Year 2017 No Project
2011 Approved Project

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 3.6 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module:

Table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 12 columns representing different PCE components like AutoPCE, TruckPCE, ComboPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

High School #5 TIA
Year 2017 No Project
2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

High School #5 TIA
Year 2017 No Project
2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.854
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|--|------|------|-----------|-----------|------|----------|------|-----------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | | Direction | | N/A | | Direction | | N/A | | Initial ICU |
| V/C | | 0.00 | | V/C | | 0.00 | | V/C | | 0.00 | | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | | RTOG | | 0.00 | | RTOG | | 0.00 | | Right Turn Adjustment |
| RTOR | | 0.00 | | RTOR | | 0.00 | | RTOR | | 0.00 | | |
| RTC | | 0.00 | | RTC | | 0.00 | | RTC | | 0.00 | | |
| Addl ICU | | 0.00 | | Addl ICU | | 0.00 | | Addl ICU | | 0.00 | | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |

Clearance Interval

0.05

TOTAL CAPACITY UTILIZATION

0.05

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.05 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.05 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.05 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 577 | 54 | 140 | 148 | 59 | 20 | 98 | 1002 | 273 | 300 | 447 | 35 | Volume |
| 0.17 | 0.03 | 0.00 | 0.09 | 0.03 | 0.01 | 0.06 | 0.29 | 0.16 | 0.09 | 0.13 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.17 | | V/C | 0.03 | | V/C | 0.29 | | V/C | 0.09 | | 0.587 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.03 | | RTOG | 0.29 | | RTOG | 0.33 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.25 | | RTOR | 0.17 | | RTOR | 0.17 | | |
| RTC | 0.18 | | RTC | 0.22 | | RTC | 0.42 | | RTC | 0.45 | | |
| Addl ICU | -0.18 | | Addl ICU | -0.21 | | Addl ICU | -0.26 | | Addl ICU | -0.43 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.64 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 0 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 4262 | 838 | 3400 | 3400 | 1700 | Total Saturation |
| 329 | 581 | 443 | 157 | 313 | 77 | 61 | 1327 | 261 | 333 | 1532 | 265 | Volume |
| 0.10 | 0.11 | 0.00 | 0.05 | 0.06 | 0.05 | 0.02 | 0.31 | 0.31 | 0.10 | 0.45 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.11 | | V/C | 0.05 | | V/C | 0.02 | | V/C | 0.45 | | 0.629 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.11 | | RTOG | 0.06 | | RTOG | 0.37 | | RTOG | 0.45 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.02 | | RTOR | 0.10 | | RTOR | 0.05 | | |
| RTC | 0.23 | | RTC | 0.08 | | RTC | 0.44 | | RTC | 0.49 | | |
| Addl ICU | -0.23 | | Addl ICU | -0.03 | | Addl ICU | -0.13 | | Addl ICU | -0.33 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.68 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 1700 | 1700 | Total Saturation |
| 313 | 1053 | 417 | 69 | 649 | 198 | 182 | 225 | 211 | 221 | 200 | 83 | Volume |
| 0.09 | 0.21 | 0.25 | 0.02 | 0.13 | 0.12 | 0.11 | 0.07 | 0.12 | 0.07 | 0.12 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.21 | | V/C | 0.02 | | V/C | 0.11 | | V/C | 0.12 | | 0.451 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.21 | | RTOG | 0.13 | | RTOG | 0.16 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.11 | | RTOR | 0.10 | | RTOR | 0.02 | | |
| RTC | 0.33 | | RTC | 0.22 | | RTC | 0.23 | | RTC | 0.13 | | |
| Addl ICU | -0.08 | | Addl ICU | -0.10 | | Addl ICU | -0.11 | | Addl ICU | -0.08 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.50 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 216 | 1795 | 457 | 80 | 904 | 124 | 300 | 534 | 146 | 186 | 422 | 172 | Volume |
| 0.06 | 0.35 | 0.27 | 0.02 | 0.18 | 0.07 | 0.09 | 0.16 | 0.09 | 0.05 | 0.12 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.35 | | V/C | 0.02 | | V/C | 0.09 | | V/C | 0.12 | | 0.588 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.35 | | RTOG | 0.31 | | RTOG | 0.16 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.09 | | RTOR | 0.20 | | RTOR | 0.02 | | |
| RTC | 0.39 | | RTC | 0.38 | | RTC | 0.31 | | RTC | 0.14 | | |
| Addl ICU | -0.12 | | Addl ICU | -0.31 | | Addl ICU | -0.22 | | Addl ICU | -0.04 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 503 | 0 | 390 | 0 | 0 | 0 | 0 | 712 | 161 | 231 | 569 | 0 | Volume |
| 0.15 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.07 | 0.17 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.15 | | V/C | 0.00 | | V/C | 0.21 | | V/C | 0.07 | | 0.425 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.15 | | RTOG | -0.15 | | RTOG | 0.21 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.11 | | RTOR | 0.15 | | RTOR | 0.15 | | |
| RTC | 0.20 | | RTC | -0.07 | | RTC | 0.32 | | RTC | 0.39 | | |
| Addl ICU | -0.08 | | Addl ICU | 0.07 | | Addl ICU | -0.32 | | Addl ICU | -0.39 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.48 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 401 | 771 | 581 | 109 | 425 | 135 | 128 | 1054 | 137 | 470 | 1487 | 453 | Volume |
| 0.12 | 0.15 | 0.17 | 0.03 | 0.13 | 0.08 | 0.04 | 0.16 | 0.08 | 0.14 | 0.29 | 0.27 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.12 | | V/C | 0.13 | | V/C | 0.04 | | V/C | 0.29 | | 0.572 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.21 | | RTOG | 0.13 | | RTOG | 0.19 | | RTOG | 0.29 | | Right Turn Adjustment |
| RTOR | 0.17 | | RTOR | 0.04 | | RTOR | 0.12 | | RTOR | 0.09 | | |
| RTC | 0.34 | | RTC | 0.15 | | RTC | 0.28 | | RTC | 0.36 | | |
| Addl ICU | -0.17 | | Addl ICU | -0.07 | | Addl ICU | -0.20 | | Addl ICU | -0.09 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.62 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 526 | 2221 | 328 | 185 | 909 | 86 | 129 | 250 | 248 | 288 | 151 | 189 | Volume |
| 0.15 | 0.44 | 0.00 | 0.05 | 0.18 | 0.05 | 0.04 | 0.05 | 0.00 | 0.08 | 0.03 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.44 | V/C | | 0.05 | V/C | | 0.05 | V/C | | 0.08 | 0.624 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.44 | RTOG | | 0.34 | RTOG | | 0.05 | RTOG | | 0.10 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.10 | RTOR | | 0.31 | RTOR | | 0.05 | |
| RTC | | 0.50 | RTC | | 0.41 | RTC | | 0.28 | RTC | | 0.14 | |
| Addl ICU | | -0.50 | Addl ICU | | -0.36 | Addl ICU | | -0.28 | Addl ICU | | -0.03 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 4 | 1 | 1.5 | 0.5 | 2 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 1700 | 6800 | 1700 | 3328 | 72 | 3400 | 1700 | 1093 | 607 | Total Saturation |
| 849 | 2836 | 59 | 12 | 1356 | 285 | 507 | 11 | 337 | 7 | 9 | 5 | Volume |
| 0.25 | 0.42 | 0.03 | 0.01 | 0.20 | 0.17 | 0.15 | 0.15 | 0.10 | 0.00 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.25 | | V/C | 0.20 | | V/C | 0.15 | | V/C | 0.01 | | 0.610 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.44 | | RTOG | 0.20 | | RTOG | 0.16 | | RTOG | 0.01 | | Right Turn Adjustment |
| RTOR | 0.01 | | RTOR | 0.15 | | RTOR | 0.25 | | RTOR | 0.03 | | |
| RTC | 0.45 | | RTC | 0.31 | | RTC | 0.34 | | RTC | 0.03 | | |
| Addl ICU | -0.41 | | Addl ICU | -0.15 | | Addl ICU | -0.24 | | Addl ICU | -0.02 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #304 Sand Canyon Ave (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 | Total Saturation |
| 0 | 3522 | 295 | 107 | 1596 | 0 | 0 | 0 | 0 | 269 | 0 | 217 | Volume |
| 0.00 | 0.52 | 0.17 | 0.03 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.52 | V/C | | 0.03 | V/C | | 0.00 | V/C | | 0.16 | 0.708 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.52 | RTOG | | 0.55 | RTOG | | -0.16 | RTOG | | 0.16 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.16 | RTOR | | 0.31 | RTOR | | 0.03 | |
| RTC | | 0.64 | RTC | | 0.67 | RTC | | 0.08 | RTC | | 0.18 | |
| Addl ICU | | -0.46 | Addl ICU | | -0.67 | Addl ICU | | -0.08 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.76 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 3310 | 369 | 600 | 1305 | 0 | 491 | 0 | 281 | 0 | 0 | 0 | Volume |
| 0.00 | 0.49 | 0.22 | 0.18 | 0.19 | 0.00 | 0.12 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.49 | V/C | | 0.18 | V/C | | 0.12 | V/C | | 0.00 | 0.779 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.49 | RTOG | | 0.66 | RTOG | | 0.12 | RTOG | | -0.12 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.12 | RTOR | | 0.47 | RTOR | | 0.18 | |
| RTC | | 0.57 | RTC | | 0.75 | RTC | | 0.47 | RTC | | 0.02 | |
| Addl ICU | | -0.36 | Addl ICU | | -0.75 | Addl ICU | | -0.36 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 4 | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 6800 | 1700 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 25 | 3103 | 97 | 93 | 1397 | 24 | 79 | 6 | 48 | 48 | 2 | 93 | Volume |
| 0.01 | 0.46 | 0.06 | 0.05 | 0.27 | 0.01 | 0.05 | 0.00 | 0.03 | 0.03 | 0.00 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.46 | V/C | | 0.05 | V/C | | 0.05 | V/C | | 0.00 | 0.559 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.46 | RTOG | | 0.50 | RTOG | | 0.02 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.05 | RTOR | | 0.24 | RTOR | | 0.05 | |
| RTC | | 0.49 | RTC | | 0.53 | RTC | | 0.20 | RTC | | 0.04 | |
| Addl ICU | | -0.43 | Addl ICU | | -0.52 | Addl ICU | | -0.17 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.62 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 2550 | 2550 | Total Saturation |
| 169 | 1661 | 134 | 472 | 907 | 131 | 216 | 166 | 61 | 175 | 61 | 1317 | Volume |
| 0.10 | 0.33 | 0.08 | 0.14 | 0.18 | 0.08 | 0.06 | 0.10 | 0.04 | 0.05 | 0.02 | 0.52 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.33 | V/C | | 0.14 | V/C | | 0.10 | V/C | | 0.05 | 0.614 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.33 | RTOG | | 0.37 | RTOG | | 0.10 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.13 | RTOR | | 0.29 | RTOR | | 0.14 | |
| RTC | | 0.36 | RTC | | 0.46 | RTC | | 0.31 | RTC | | 0.19 | |
| Addl ICU | | -0.29 | Addl ICU | | -0.38 | Addl ICU | | -0.28 | Addl ICU | | 0.33 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.33 | | 0.33 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.99 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 108 | 0 | 219 | 0 | 1581 | 184 | 248 | 2160 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.06 | 0.00 | 0.23 | 0.11 | 0.15 | 0.42 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.42 | 0.487 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.06 | RTOG | | 0.06 | RTOG | | 0.28 | RTOG | | 0.42 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.06 | |
| RTC | | 0.08 | RTC | | 0.06 | RTC | | 0.33 | RTC | | 0.47 | |
| Addl ICU | | -0.08 | Addl ICU | | 0.00 | Addl ICU | | -0.22 | Addl ICU | | -0.47 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.54 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4750 | 350 | Total Saturation |
| 227 | 0 | 478 | 0 | 0 | 0 | 0 | 1525 | 279 | 0 | 2241 | 165 | Volume |
| 0.13 | 0.00 | 0.28 | 0.00 | 0.00 | 0.00 | 0.00 | 0.45 | 0.00 | 0.00 | 0.47 | 0.47 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.47 | 0.605 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | -0.13 | RTOG | | 0.47 | RTOG | | 0.47 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.13 | RTOR | | 0.13 | |
| RTC | | 0.15 | RTC | | -0.13 | RTC | | 0.57 | RTC | | 0.57 | |
| Addl ICU | | 0.13 | Addl ICU | | 0.13 | Addl ICU | | -0.57 | Addl ICU | | -0.10 | |
| | | 0.13 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.79 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 683 | 1213 | 176 | 167 | 520 | 652 | 610 | 813 | 277 | 131 | 1481 | 283 | Volume |
| 0.20 | 0.24 | 0.00 | 0.05 | 0.10 | 0.00 | 0.18 | 0.16 | 0.16 | 0.04 | 0.29 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.24 | V/C | | 0.05 | V/C | | 0.18 | V/C | | 0.29 | 0.757 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.09 | RTOG | | 0.43 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.31 | RTOR | | 0.18 | RTOR | | 0.19 | RTOR | | 0.05 | |
| RTC | | 0.47 | RTC | | 0.22 | RTC | | 0.57 | RTC | | 0.33 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.22 | Addl ICU | | -0.41 | Addl ICU | | -0.16 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.81 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5056 | 44 | 1700 | 337 | 1363 | 1700 | 1700 | 1700 | Total Saturation |
| 33 | 2126 | 294 | 28 | 1024 | 9 | 11 | 20 | 81 | 93 | 9 | 52 | Volume |
| 0.02 | 0.42 | 0.00 | 0.02 | 0.20 | 0.20 | 0.01 | 0.06 | 0.06 | 0.05 | 0.01 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.42 | V/C | | 0.02 | V/C | | 0.06 | V/C | | 0.05 | 0.547 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.41 | RTOG | | 0.06 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.11 | RTOR | | 0.23 | RTOR | | 0.02 | |
| RTC | | 0.46 | RTC | | 0.50 | RTC | | 0.23 | RTC | | 0.12 | |
| Addl ICU | | -0.46 | Addl ICU | | -0.29 | Addl ICU | | -0.17 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.60 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5068 | 32 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 20 | 1974 | 316 | 80 | 1416 | 9 | 52 | 25 | 122 | 235 | 13 | 128 | Volume |
| 0.01 | 0.39 | 0.00 | 0.02 | 0.28 | 0.28 | 0.03 | 0.01 | 0.00 | 0.07 | 0.01 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.39 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.07 | 0.494 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.39 | RTOG | | 0.40 | RTOG | | 0.01 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.08 | RTOR | | 0.13 | RTOR | | 0.02 | |
| RTC | | 0.44 | RTC | | 0.46 | RTC | | 0.11 | RTC | | 0.07 | |
| Addl ICU | | -0.44 | Addl ICU | | -0.18 | Addl ICU | | -0.11 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.55 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2534 | 866 | Total Saturation |
| 26 | 1188 | 476 | 102 | 1065 | 476 | 930 | 514 | 8 | 182 | 281 | 96 | Volume |
| 0.02 | 0.23 | 0.00 | 0.03 | 0.21 | 0.00 | 0.27 | 0.15 | 0.00 | 0.05 | 0.11 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.23 | V/C | | 0.03 | V/C | | 0.27 | V/C | | 0.11 | 0.647 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.25 | RTOG | | 0.33 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.23 | RTOR | | 0.27 | RTOR | | 0.05 | RTOR | | 0.03 | |
| RTC | | 0.41 | RTC | | 0.45 | RTC | | 0.37 | RTC | | 0.13 | |
| Addl ICU | | -0.41 | Addl ICU | | -0.45 | Addl ICU | | -0.37 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 2550 | 0 | 2550 | Total Saturation |
| 0 | 2941 | 1288 | 0 | 1014 | 0 | 0 | 0 | 0 | 130 | 0 | 263 | Volume |
| 0.00 | 0.58 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.58 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.05 | 0.628 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.58 | RTOG | | 0.58 | RTOG | | -0.05 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.38 | RTOR | | 0.00 | |
| RTC | | 0.61 | RTC | | 0.61 | RTC | | 0.23 | RTC | | 0.05 | |
| Addl ICU | | -0.61 | Addl ICU | | -0.61 | Addl ICU | | -0.23 | Addl ICU | | 0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.05 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.73 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 1979 | 0 | 0 | 636 | 628 | 2379 | 0 | 230 | 0 | 0 | 0 | Volume |
| 0.00 | 0.39 | 0.00 | 0.00 | 0.12 | 0.00 | 0.47 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.39 | V/C | | 0.00 | V/C | | 0.47 | V/C | | 0.00 | 0.855 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.39 | RTOG | | 0.39 | RTOG | | 0.47 | RTOG | | -0.47 | Right Turn Adjustment |
| RTOR | | 0.47 | RTOR | | 0.47 | RTOR | | 0.26 | RTOR | | 0.00 | |
| RTC | | 0.74 | RTC | | 0.74 | RTC | | 0.66 | RTC | | -0.47 | |
| Addl ICU | | -0.74 | Addl ICU | | -0.74 | Addl ICU | | -0.53 | Addl ICU | | 0.47 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.90 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 421 | 1279 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 118 | 83 | 252 | 32 | 54 | 18 | 8 | 1024 | 126 | 78 | 594 | 94 | Volume |
| 0.07 | 0.20 | 0.20 | 0.02 | 0.03 | 0.01 | 0.00 | 0.30 | 0.07 | 0.05 | 0.17 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.20 | | V/C | 0.03 | | V/C | 0.30 | | V/C | 0.05 | | 0.576 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.20 | | RTOG | 0.03 | | RTOG | 0.30 | | RTOG | 0.34 | | Right Turn Adjustment |
| RTOR | 0.05 | | RTOR | 0.17 | | RTOR | 0.18 | | RTOR | -0.10 | | |
| RTC | 0.23 | | RTC | 0.16 | | RTC | 0.44 | | RTC | 0.27 | | |
| Addl ICU | -0.03 | | Addl ICU | -0.15 | | Addl ICU | -0.37 | | Addl ICU | -0.22 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.63 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 574 | 1126 | 850 | 146 | 1554 | Total Saturation |
| 10 | 263 | 5 | 109 | 237 | 104 | 160 | 25 | 49 | 5 | 13 | 138 | Volume |
| 0.01 | 0.15 | 0.01 | 0.13 | 0.14 | 0.12 | 0.19 | 0.04 | 0.04 | 0.01 | 0.09 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.15 | V/C | | 0.13 | V/C | | 0.19 | V/C | | 0.09 | 0.560 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.27 | RTOG | | 0.27 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.23 | RTOR | | 0.19 | RTOR | | 0.14 | RTOR | | 0.13 | |
| RTC | | 0.33 | RTC | | 0.41 | RTC | | 0.38 | RTC | | 0.19 | |
| Addl ICU | | -0.32 | Addl ICU | | -0.29 | Addl ICU | | -0.34 | Addl ICU | | -0.10 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.61 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 330 | 205 | 65 | 53 | 102 | 270 | 445 | 1283 | 288 | 82 | 1821 | 123 | Volume |
| 0.10 | 0.06 | 0.04 | 0.03 | 0.03 | 0.00 | 0.13 | 0.25 | 0.17 | 0.02 | 0.54 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.10 | V/C | | 0.03 | V/C | | 0.13 | V/C | | 0.54 | 0.794 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.03 | RTOG | | 0.64 | RTOG | | 0.54 | Right Turn Adjustment |
| RTOR | | 0.41 | RTOR | | 0.13 | RTOR | | 0.10 | RTOR | | 0.07 | |
| RTC | | 0.41 | RTC | | 0.13 | RTC | | 0.72 | RTC | | 0.59 | |
| Addl ICU | | -0.37 | Addl ICU | | -0.13 | Addl ICU | | -0.55 | Addl ICU | | -0.51 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.84 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1538 | 162 | 1700 | 1700 | 1700 | 3400 | 3238 | 162 | 1700 | 3103 | 297 | Total Saturation |
| 22 | 19 | 2 | 30 | 12 | 395 | 450 | 360 | 18 | 1 | 387 | 37 | Volume |
| 0.01 | 0.01 | 0.01 | 0.02 | 0.01 | 0.23 | 0.13 | 0.11 | 0.11 | 0.00 | 0.12 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.01 | V/C | | 0.02 | V/C | | 0.13 | V/C | | 0.12 | 0.287 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.02 | RTOG | | 0.26 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.13 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.12 | RTC | | 0.12 | RTC | | 0.27 | RTC | | 0.14 | |
| Addl ICU | | -0.11 | Addl ICU | | 0.12 | Addl ICU | | -0.16 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.12 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.45 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1700 | 1700 | Total Saturation |
| 0 | 0 | 0 | 78 | 0 | 107 | 149 | 231 | 0 | 0 | 274 | 129 | Volume |
| 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.06 | 0.09 | 0.14 | 0.00 | 0.00 | 0.16 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.05 | | V/C | 0.09 | | V/C | 0.16 | | 0.295 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.05 | | RTOG | 0.05 | | RTOG | 0.25 | | RTOG | 0.16 | | Right Turn Adjustment |
| RTOR | 0.11 | | RTOR | 0.09 | | RTOR | 0.05 | | RTOR | 0.05 | | |
| RTC | 0.04 | | RTC | 0.11 | | RTC | 0.28 | | RTC | 0.20 | | |
| Addl ICU | -0.04 | | Addl ICU | -0.05 | | Addl ICU | -0.28 | | Addl ICU | -0.12 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.34 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.05 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 1700 | 0 | 0 | 3400 | 1700 | 3400 | 1700 | 1700 | 3379 | 21 | Total Saturation |
| 58 | 0 | 23 | 0 | 0 | 1 | 2 | 271 | 60 | 10 | 161 | 1 | Volume |
| 0.02 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.04 | 0.01 | 0.05 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.00 | V/C | | 0.08 | V/C | | 0.01 | 0.103 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.00 | RTOG | | 0.08 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.04 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.02 | RTC | | 0.03 | RTC | | 0.09 | RTC | | 0.10 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.03 | Addl ICU | | -0.06 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.15 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 66 | 97 | 95 | 170 | 104 | 117 | 137 | 1201 | 83 | 173 | 1860 | 282 | Volume |
| 0.04 | 0.06 | 0.06 | 0.05 | 0.06 | 0.07 | 0.08 | 0.24 | 0.05 | 0.10 | 0.36 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.06 | V/C | | 0.05 | V/C | | 0.08 | V/C | | 0.36 | 0.552 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.06 | RTOG | | 0.07 | RTOG | | 0.34 | RTOG | | 0.36 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.08 | RTOR | | 0.05 | RTOR | | 0.05 | |
| RTC | | 0.21 | RTC | | 0.13 | RTC | | 0.38 | RTC | | 0.40 | |
| Addl ICU | | -0.16 | Addl ICU | | -0.06 | Addl ICU | | -0.33 | Addl ICU | | -0.24 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.60 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2641 | 759 | 1700 | 3113 | 287 | 1700 | 815 | 885 | 1700 | 1133 | 567 | Total Saturation |
| 14 | 240 | 69 | 5 | 217 | 20 | 31 | 23 | 25 | 35 | 10 | 5 | Volume |
| 0.01 | 0.09 | 0.09 | 0.00 | 0.07 | 0.07 | 0.02 | 0.03 | 0.03 | 0.02 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.09 | V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.02 | 0.143 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.09 | RTOG | | 0.03 | RTOG | | 0.03 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.04 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.11 | RTC | | 0.12 | RTC | | 0.05 | RTC | | 0.03 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.05 | Addl ICU | | -0.02 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.19 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 858 | 842 | 850 | 850 | 850 | Total Saturation |
| 71 | 223 | 67 | 27 | 178 | 35 | 36 | 103 | 101 | 37 | 57 | 57 | Volume |
| 0.08 | 0.13 | 0.08 | 0.03 | 0.10 | 0.04 | 0.04 | 0.12 | 0.12 | 0.04 | 0.07 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.13 | V/C | | 0.03 | V/C | | 0.12 | V/C | | 0.04 | 0.326 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.08 | RTOG | | 0.12 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.10 | RTOR | | 0.06 | RTOR | | 0.03 | |
| RTC | | 0.16 | RTC | | 0.15 | RTC | | 0.16 | RTC | | 0.15 | |
| Addl ICU | | -0.09 | Addl ICU | | -0.11 | Addl ICU | | -0.04 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.00 | V/C | | 0.00 | 0.012 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.01 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | -0.01 | RTC | | 0.01 | RTC | | 0.01 | RTC | | 0.01 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.01 | Addl ICU | | -0.01 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.06 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1641 | 59 | 850 | 1639 | 61 | 850 | 1669 | 31 | 850 | 1649 | 51 | Total Saturation |
| 5 | 139 | 5 | 5 | 134 | 5 | 5 | 265 | 5 | 5 | 161 | 5 | Volume |
| 0.01 | 0.08 | 0.08 | 0.01 | 0.08 | 0.08 | 0.01 | 0.16 | 0.16 | 0.01 | 0.10 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.08 | V/C | | 0.01 | V/C | | 0.16 | V/C | | 0.01 | 0.255 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | 0.08 | RTOG | | 0.16 | RTOG | | 0.16 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.07 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.09 | RTC | | 0.14 | RTC | | 0.17 | RTC | | 0.16 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.05 | Addl ICU | | -0.01 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.31 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 124 | 0 | 114 | 0 | 0 | 0 | 0 | 1215 | 115 | 173 | 1968 | 0 | Volume |
| 0.07 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.07 | 0.10 | 0.58 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.58 | 0.652 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | -0.07 | RTOG | | 0.48 | RTOG | | 0.58 | Right Turn Adjustment |
| RTOR | | 0.34 | RTOR | | 0.00 | RTOR | | 0.07 | RTOR | | 0.07 | |
| RTC | | 0.33 | RTC | | -0.07 | RTC | | 0.53 | RTC | | 0.63 | |
| Addl ICU | | -0.26 | Addl ICU | | 0.07 | Addl ICU | | -0.46 | Addl ICU | | -0.63 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 5 | 115 | 0 | 0 | 93 | 13 | 11 | 0 | 5 | 0 | 0 | 0 | Volume |
| 0.00 | 0.07 | 0.00 | 0.00 | 0.05 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.00 | 0.074 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.06 | RTOG | | 0.01 | RTOG | | -0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.07 | RTC | | 0.07 | RTC | | 0.02 | RTC | | -0.01 | |
| Addl ICU | | -0.07 | Addl ICU | | -0.06 | Addl ICU | | -0.01 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.12 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0.5 | 0.5 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 172 | 1528 | 19 | 77 | 1623 | 38 | Total Saturation |
| 0 | 0 | 0 | 5 | 5 | 41 | 24 | 213 | 5 | 5 | 106 | 5 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.05 | 0.14 | 0.14 | 0.14 | 0.07 | 0.07 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.14 | V/C | | 0.07 | 0.206 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.00 | RTOG | | 0.14 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.14 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.04 | RTC | | 0.10 | RTC | | 0.15 | RTC | | 0.07 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.06 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.26 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 104 | 44 | 130 | 66 | 35 | 54 | 52 | 1373 | 74 | 169 | 2186 | 110 | Volume |
| 0.06 | 0.03 | 0.08 | 0.04 | 0.02 | 0.03 | 0.03 | 0.27 | 0.04 | 0.10 | 0.43 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.06 | | V/C | 0.02 | | V/C | 0.03 | | V/C | 0.43 | | 0.541 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | 0.02 | | RTOG | 0.36 | | RTOG | 0.43 | | Right Turn Adjustment |
| RTOR | 0.19 | | RTOR | 0.03 | | RTOR | 0.06 | | RTOR | 0.06 | | |
| RTC | 0.19 | | RTC | 0.04 | | RTC | 0.41 | | RTC | 0.47 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.01 | | Addl ICU | -0.36 | | Addl ICU | -0.41 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.59 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1.0 | 0.0 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 67 | 0 | 39 | 81 | 1597 | 0 | 0 | 2436 | 189 | Volume |
| 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.02 | 0.05 | 0.47 | 0.00 | 0.00 | 0.72 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.04 | | V/C | 0.05 | | V/C | 0.72 | | 0.804 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.04 | | RTOG | 0.04 | | RTOG | 0.76 | | RTOG | 0.72 | | Right Turn Adjustment |
| RTOR | 0.29 | | RTOR | 0.05 | | RTOR | 0.04 | | RTOR | 0.04 | | |
| RTC | 0.18 | | RTC | 0.08 | | RTC | 0.79 | | RTC | 0.75 | | |
| Addl ICU | -0.18 | | Addl ICU | -0.05 | | Addl ICU | -0.79 | | Addl ICU | -0.63 | | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.85 | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2017 – NO PROJECT
2012 MODIFIED PROJECT OPTION 1
AM PEAK HOUR**

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Impact Analysis Report
Level Of Service

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|----------------|-------------|----------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #282 Jeffrey Rd & Portola Pkwy | A | xxxxxx 0.583 | A | xxxxxx 0.583 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | B | xxxxxx 0.663 | B | xxxxxx 0.663 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | B | xxxxxx 0.674 | B | xxxxxx 0.674 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | B | xxxxxx 0.634 | B | xxxxxx 0.634 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx 0.372 | A | xxxxxx 0.372 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | A | xxxxxx 0.581 | A | xxxxxx 0.581 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | C | xxxxxx 0.713 | C | xxxxxx 0.713 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | B | 14.7 0.707 | B | 14.7 0.707 | + 0.000 D/V |
| #304 Sand Canyon Ave & Marine Wy | D | xxxxxx 0.827 | D | xxxxxx 0.827 | + 0.000 V/C |
| #305 Sand Canyon Ave & I-5 SB Ramps | C | 26.9 0.858 | C | 26.9 0.858 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxxx 1.161 | F | xxxxxx 1.161 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 15.4 0.425 | B | 15.4 0.425 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | A | 8.8 0.437 | A | 8.8 0.437 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | D | xxxxxx 0.890 | D | xxxxxx 0.890 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | B | xxxxxx 0.664 | B | xxxxxx 0.664 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | B | xxxxxx 0.686 | B | xxxxxx 0.686 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | A | xxxxxx 0.598 | A | xxxxxx 0.598 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | B | 14.9 0.833 | B | 14.9 0.833 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | B | 16.4 0.697 | B | 16.4 0.697 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | C | xxxxxx 0.799 | C | xxxxxx 0.799 | + 0.000 V/C |
| #556 Ridge Valley & Portola Pkwy | A | xxxxxx 0.523 | A | xxxxxx 0.523 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 5.6 0.533 | A | 5.6 0.533 | + 0.000 V/C |
| #558 "O" St & Irvine Blvd | A | xxxxxx 0.540 | A | xxxxxx 0.540 | + 0.000 V/C |

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #559 "O" St & Trabuco Rd | C xxxxx | 0.716 | C xxxxx | 0.716 | + 0.000 V/C |
| #560 "O" St & Marine Wy | A xxxxx | 0.274 | A xxxxx | 0.274 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | B xxxxx | 0.611 | B xxxxx | 0.611 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | A xxxxx | 0.412 | A xxxxx | 0.412 | + 0.000 V/C |
| #603 "O" St & "LN" St | B 14.2 | 0.280 | B 14.2 | 0.280 | + 0.000 D/V |
| #605 "O" St & "LQ" St | A 2.8 | 0.308 | A 2.8 | 0.308 | + 0.000 V/C |
| #608 "O" St & "LV" St | B 10.4 | 0.159 | B 10.4 | 0.159 | + 0.000 D/V |
| #626 "LY" St & "LQ" St | A 4.2 | 0.288 | A 4.2 | 0.288 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | A xxxxx | 0.371 | A xxxxx | 0.371 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A 8.9 | 0.013 | A 8.9 | 0.013 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A 3.5 | 0.165 | A 3.5 | 0.165 | + 0.000 V/C |
| #790 "Z" St & Irvine Blvd | A xxxxx | 0.584 | A xxxxx | 0.584 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | C xxxxx | 0.799 | C xxxxx | 0.799 | + 0.000 V/C |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| #603 "O" St & "LN" St | No / No | ??? / ??? |
| #608 "O" St & "LV" St | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|----|----|--------------|-----|----|------------|----|----|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 11 | 73 | 29 | 2 | 427 | 14 | 11 | 14 | 66 | 149 | 9 | 3 | | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 11.2 | | | 14.2 | | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=91]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=808]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=161]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=808]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|----------------------------------|--------------|----|----|--------------|-----|----|------------|----|----|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 11 | 73 | 29 | 2 | 427 | 14 | 11 | 14 | 66 | 149 | 9 | 3 | | | |
| Major Street Volume: | 556 | | | | | | | | | | | | | | |
| Minor Approach Volume: | 161 | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 627 | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #608 "O" St & "LV" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|----|---|--------------|-----|---|------------|---|---|------------|-----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 82 | 5 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 126 | 0 | 0 | 2 | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 10.4 | | | | | | | | |

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=128]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=331]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #608 "O" St & "LV" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | | |
|----------------------------------|--------------|----|---|--------------|-----|---|------------|---|---|------------|---|-----|---|-----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | | |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 82 | 5 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 0 | 0 | 2 | | | | |
| Major Street Volume: | | | | | | | | | | | | 203 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | | 128 | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | | 794 | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|---|---|--------------|----|----|------------|---|---|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 4 | 0 | 0 | 68 | 59 | 12 | 0 | 1 | 0 | 0 | 0 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 8.9 | | | xxxxxx | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=13]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=144]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|---|---|--------------|----|----|------------|---|---|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 4 | 0 | 0 | 68 | 59 | 12 | 0 | 1 | 0 | 0 | 0 | | | | | | |
| Major Street Volume: | 131 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 13 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1248 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for various adjustment factors (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume) and values for four approaches.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. values for four approaches.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves values for four approaches.

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 91 | 413 | 271 | 148 | 669 | 35 | 61 | 978 | 242 | 459 | 1485 | 226 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 91 | 413 | 271 | 148 | 669 | 35 | 61 | 978 | 242 | 459 | 1485 | 226 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 91 | 413 | 0 | 148 | 669 | 35 | 61 | 978 | 242 | 459 | 1485 | 226 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 91 | 413 | 0 | 148 | 669 | 35 | 61 | 978 | 242 | 459 | 1485 | 226 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 91 | 413 | 0 | 148 | 669 | 35 | 61 | 978 | 242 | 459 | 1485 | 226 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.40 | 0.60 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4088 | 1012 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.08 | 0.00 | 0.04 | 0.13 | 0.02 | 0.02 | 0.24 | 0.24 | 0.14 | 0.44 | 0.13 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | |
| Rights: | Include | | | Include | | | WideBypass | | | WideBypass | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 163 | 525 | 149 | 58 | 1021 | 327 | 210 | 146 | 180 | 447 | 352 | 77 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 163 | 525 | 149 | 58 | 1021 | 327 | 210 | 146 | 180 | 447 | 352 | 77 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 163 | 525 | 149 | 58 | 1021 | 327 | 210 | 146 | 180 | 447 | 352 | 77 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 163 | 525 | 149 | 58 | 1021 | 327 | 210 | 146 | 180 | 447 | 352 | 77 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 163 | 525 | 149 | 58 | 1021 | 327 | 210 | 146 | 180 | 447 | 352 | 77 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.34 | 0.66 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.82 | 0.18 |
| Final Sat.: | 3400 | 3973 | 1127 | 3400 | 5100 | 1700 | 1700 | 1700 | 1700 | 3400 | 1395 | 305 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.13 | 0.13 | 0.02 | 0.20 | 0.19 | 0.12 | 0.09 | 0.11 | 0.13 | 0.25 | 0.25 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.634 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 31 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 118 | 635 | 196 | 152 | 1353 | 264 | 186 | 363 | 132 | 601 | 719 | 66 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 118 | 635 | 196 | 152 | 1353 | 264 | 186 | 363 | 132 | 601 | 719 | 66 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 118 | 635 | 196 | 152 | 1353 | 264 | 186 | 363 | 132 | 601 | 719 | 66 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 118 | 635 | 196 | 152 | 1353 | 264 | 186 | 363 | 132 | 601 | 719 | 66 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 118 | 635 | 196 | 152 | 1353 | 264 | 186 | 363 | 132 | 601 | 719 | 66 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.29 | 0.71 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 3897 | 1203 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.16 | 0.16 | 0.04 | 0.27 | 0.16 | 0.05 | 0.11 | 0.08 | 0.18 | 0.21 | 0.04 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.372
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 19 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 134 | 0 | 169 | 0 | 0 | 0 | 0 | 338 | 459 | 424 | 925 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 134 | 0 | 169 | 0 | 0 | 0 | 0 | 338 | 459 | 424 | 925 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 134 | 0 | 169 | 0 | 0 | 0 | 0 | 338 | 0 | 424 | 925 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 134 | 0 | 169 | 0 | 0 | 0 | 0 | 338 | 0 | 424 | 925 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 134 | 0 | 169 | 0 | 0 | 0 | 0 | 338 | 0 | 424 | 925 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.12 | 0.27 | 0.00 |
| Crit Moves: | | | **** | | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 89 | 378 | 74 | 326 | 758 | 68 | 106 | 910 | 232 | 496 | 1202 | 92 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 89 | 378 | 74 | 326 | 758 | 68 | 106 | 910 | 232 | 496 | 1202 | 92 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 89 | 378 | 74 | 326 | 758 | 68 | 106 | 910 | 232 | 496 | 1202 | 92 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 89 | 378 | 74 | 326 | 758 | 68 | 106 | 910 | 232 | 496 | 1202 | 92 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 89 | 378 | 74 | 326 | 758 | 68 | 106 | 910 | 232 | 496 | 1202 | 92 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.07 | 0.02 | 0.10 | 0.22 | 0.04 | 0.03 | 0.13 | 0.14 | 0.15 | 0.24 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | **** | | **** | | |

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.713 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 39 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 1 | |
| | 0 | 1 | | 2 | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 255 | 468 | 191 | 167 | 2166 | 33 | 0 | 137 | 474 | 464 | 622 | 224 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 255 | 468 | 191 | 167 | 2166 | 33 | 0 | 137 | 474 | 464 | 622 | 224 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 255 | 468 | 0 | 167 | 2166 | 33 | 0 | 137 | 0 | 464 | 622 | 224 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 255 | 468 | 0 | 167 | 2166 | 33 | 0 | 137 | 0 | 464 | 622 | 224 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 255 | 468 | 0 | 167 | 2166 | 33 | 0 | 137 | 0 | 464 | 622 | 224 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.21 | 0.79 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3750 | 1350 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.09 | 0.00 | 0.05 | 0.42 | 0.02 | 0.00 | 0.03 | 0.00 | 0.14 | 0.17 | 0.17 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 0 Average Delay (sec/veh): 14.7
Optimal Cycle: 78 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Sand Canyon Ave & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.858
Loss Time (sec): 0 Average Delay (sec/veh): 26.9
Optimal Cycle: 160 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.161
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with 4 main columns: North Bound, South Bound, East Bound, West Bound. Sub-columns: L, T, R. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 0 Average Delay (sec/veh): 15.4
Optimal Cycle: 40 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 0 Average Delay (sec/veh): 8.8
Optimal Cycle: 40 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.890
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 81 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 175 | 381 | 94 | 266 | 1527 | 588 | 521 | 1112 | 699 | 265 | 900 | 190 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 175 | 381 | 94 | 266 | 1527 | 588 | 521 | 1112 | 699 | 265 | 900 | 190 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 175 | 381 | 0 | 266 | 1527 | 0 | 521 | 1112 | 699 | 265 | 900 | 190 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 175 | 381 | 0 | 266 | 1527 | 0 | 521 | 1112 | 699 | 265 | 900 | 190 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 175 | 381 | 0 | 266 | 1527 | 0 | 521 | 1112 | 699 | 265 | 900 | 190 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.07 | 0.00 | 0.08 | 0.30 | 0.00 | 0.15 | 0.22 | 0.41 | 0.08 | 0.18 | 0.11 |
| Crit Moves: | **** | | | **** | | | **** | | **** | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.664
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 70 | 1068 | 75 | 73 | 2220 | 27 | 2 | 6 | 12 | 206 | 37 | 146 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 70 | 1068 | 75 | 73 | 2220 | 27 | 2 | 6 | 12 | 206 | 37 | 146 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 70 | 1068 | 0 | 73 | 2220 | 27 | 2 | 6 | 12 | 206 | 37 | 146 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 70 | 1068 | 0 | 73 | 2220 | 27 | 2 | 6 | 12 | 206 | 37 | 146 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 70 | 1068 | 0 | 73 | 2220 | 27 | 2 | 6 | 12 | 206 | 37 | 146 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.96 | 0.04 | 1.00 | 0.33 | 0.67 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 5039 | 61 | 1700 | 567 | 1133 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.21 | 0.00 | 0.04 | 0.44 | 0.44 | 0.00 | 0.01 | 0.01 | 0.12 | 0.02 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.686
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 148 | 966 | 210 | 117 | 2102 | 78 | 11 | 12 | 28 | 389 | 41 | 95 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 148 | 966 | 210 | 117 | 2102 | 78 | 11 | 12 | 28 | 389 | 41 | 95 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 148 | 966 | 0 | 117 | 2102 | 78 | 11 | 12 | 0 | 389 | 41 | 95 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 148 | 966 | 0 | 117 | 2102 | 78 | 11 | 12 | 0 | 389 | 41 | 95 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 148 | 966 | 0 | 117 | 2102 | 78 | 11 | 12 | 0 | 389 | 41 | 95 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.89 | 0.11 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4918 | 182 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.19 | 0.00 | 0.03 | 0.43 | 0.43 | 0.01 | 0.01 | 0.00 | 0.11 | 0.02 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 0 Average Delay (sec/veh): 14.9
Optimal Cycle: 136 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 0 Average Delay (sec/veh): 16.4
Optimal Cycle: 75 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.799
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 52 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 26 | 860 | 75 | 88 | 3460 | 121 | 19 | 2 | 21 | 71 | 8 | 64 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 26 | 860 | 75 | 88 | 3460 | 121 | 19 | 2 | 21 | 71 | 8 | 64 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 26 | 860 | 75 | 88 | 3460 | 121 | 19 | 2 | 21 | 71 | 8 | 64 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 860 | 75 | 88 | 3460 | 121 | 19 | 2 | 21 | 71 | 8 | 64 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 26 | 860 | 75 | 88 | 3460 | 121 | 19 | 2 | 21 | 71 | 8 | 64 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.76 | 0.24 | 1.00 | 3.00 | 1.00 | 1.00 | 0.09 | 0.91 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 4691 | 409 | 1700 | 5100 | 1700 | 1700 | 148 | 1552 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.18 | 0.18 | 0.05 | 0.68 | 0.07 | 0.01 | 0.01 | 0.01 | 0.04 | 0.00 | 0.04 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 193 | 19 | 44 | 127 | 63 | 36 | 21 | 403 | 84 | 172 | 1035 | 20 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 193 | 19 | 44 | 127 | 63 | 36 | 21 | 403 | 84 | 172 | 1035 | 20 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 193 | 19 | 44 | 127 | 63 | 36 | 21 | 403 | 84 | 172 | 1035 | 20 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 193 | 19 | 44 | 127 | 63 | 36 | 21 | 403 | 84 | 172 | 1035 | 20 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 193 | 19 | 44 | 127 | 63 | 36 | 21 | 403 | 84 | 172 | 1035 | 20 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.30 | 0.70 | 1.00 | 1.00 | 1.00 | 1.00 | 1.66 | 0.34 | 1.00 | 1.96 | 0.04 |
| Final Sat.: | 1700 | 513 | 1187 | 1700 | 1700 | 1700 | 1700 | 2814 | 586 | 1700 | 3336 | 64 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.11 | 0.04 | 0.04 | 0.07 | 0.04 | 0.02 | 0.01 | 0.14 | 0.14 | 0.10 | 0.31 | 0.31 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 5.6 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 30 | 76 | 1 | 52 | 340 | 231 | 30 | 8 | 41 | 1 | 26 | 81 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 30 | 76 | 1 | 52 | 340 | 231 | 30 | 8 | 41 | 1 | 26 | 81 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 30 | 76 | 1 | 52 | 340 | 231 | 30 | 8 | 41 | 1 | 26 | 81 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 30 | 76 | 1 | 52 | 340 | 231 | 30 | 8 | 41 | 1 | 26 | 81 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 30 | 76 | 1 | 52 | 340 | 231 | 30 | 8 | 41 | 1 | 26 | 81 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|----|---|----|-----|-----|----|---|----|---|----|----|
| AutoPCE: | 30 | 76 | 1 | 52 | 340 | 231 | 30 | 8 | 41 | 1 | 26 | 81 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 30 | 76 | 1 | 52 | 340 | 231 | 30 | 8 | 41 | 1 | 26 | 81 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 90 | 57 | 393 | 136 |
| MaxVolume: | 1151 | 1169 | 988 | 1127 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1151 | 1169 | 988 | 1127 |
| ApproachVol: | 107 | 623 | 79 | 108 |
| ApproachV/C: | 0.09 | 0.53 | 0.08 | 0.10 |
| ApproachDel: | 3.4 | 6.5 | 4.0 | 3.5 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.3 | 3.3 | 0.3 | 0.3 |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.716
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 69 | 43 | 3 | 37 | 66 | 810 | 408 | 229 | 49 | 5 | 467 | 38 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 69 | 43 | 3 | 37 | 66 | 810 | 408 | 229 | 49 | 5 | 467 | 38 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 69 | 43 | 3 | 37 | 66 | 810 | 408 | 229 | 49 | 5 | 467 | 38 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 69 | 43 | 3 | 37 | 66 | 810 | 408 | 229 | 49 | 5 | 467 | 38 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 69 | 43 | 3 | 37 | 66 | 810 | 408 | 229 | 49 | 5 | 467 | 38 |
| OvlAdjVol: | 606 | | | | | | | | | | | |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.93 | 0.07 | 1.00 | 1.00 | 1.00 | 2.00 | 1.65 | 0.35 | 1.00 | 1.85 | 0.15 |
| Final Sat.: | 1700 | 1589 | 111 | 1700 | 1700 | 1700 | 3400 | 2801 | 599 | 1700 | 3144 | 256 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.03 | 0.03 | 0.02 | 0.04 | 0.48 | 0.12 | 0.08 | 0.08 | 0.00 | 0.15 | 0.15 |
| OvlAdjV/S: | 0.36 | | | | | | | | | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.274
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 17 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 162 | 0 | 75 | 38 | 219 | 0 | 0 | 172 | 65 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 162 | 0 | 75 | 38 | 219 | 0 | 0 | 172 | 65 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 162 | 0 | 75 | 38 | 219 | 0 | 0 | 172 | 65 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 162 | 0 | 75 | 38 | 219 | 0 | 0 | 172 | 65 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 162 | 0 | 75 | 38 | 219 | 0 | 0 | 172 | 65 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.04 | 0.02 | 0.13 | 0.00 | 0.00 | 0.10 | 0.04 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 383 | 7 | 44 | 36 | 82 | 320 | 0 | 455 | 79 | 22 | 719 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 383 | 7 | 44 | 36 | 82 | 320 | 0 | 455 | 79 | 22 | 719 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 383 | 7 | 44 | 36 | 82 | 320 | 0 | 455 | 79 | 22 | 719 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 383 | 7 | 44 | 36 | 82 | 320 | 0 | 455 | 79 | 22 | 719 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 383 | 7 | 44 | 36 | 82 | 320 | 0 | 455 | 79 | 22 | 719 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.14 | 0.86 | 1.00 | 0.20 | 0.80 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 233 | 1467 | 1700 | 347 | 1353 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.11 | 0.03 | 0.03 | 0.02 | 0.24 | 0.24 | 0.00 | 0.13 | 0.05 | 0.01 | 0.21 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.412
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 20 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 40 | 48 | 88 | 284 | 84 | 123 | 63 | 928 | 44 | 88 | 969 | 146 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 40 | 48 | 88 | 284 | 84 | 123 | 63 | 928 | 44 | 88 | 969 | 146 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 40 | 48 | 88 | 284 | 84 | 123 | 63 | 928 | 44 | 88 | 969 | 146 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 40 | 48 | 88 | 284 | 84 | 123 | 63 | 928 | 44 | 88 | 969 | 146 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 40 | 48 | 88 | 284 | 84 | 123 | 63 | 928 | 44 | 88 | 969 | 146 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.03 | 0.05 | 0.08 | 0.05 | 0.07 | 0.04 | 0.18 | 0.03 | 0.05 | 0.19 | 0.09 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: B[14.2]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 1 1 0).

Volume Module: Table with 12 columns for traffic flows and 7 rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with 12 columns for traffic flows and 2 rows for Critical Gap, FollowUpTim.

Capacity Module: Table with 12 columns for traffic flows and 4 rows for Conflict Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module: Table with 12 columns for traffic flows and 7 rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 2.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 28 | 94 | 53 | 34 | 594 | 53 | 9 | 44 | 2 | 182 | 90 | 13 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 28 | 94 | 53 | 34 | 594 | 53 | 9 | 44 | 2 | 182 | 90 | 13 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 28 | 94 | 53 | 34 | 594 | 53 | 9 | 44 | 2 | 182 | 90 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 28 | 94 | 53 | 34 | 594 | 53 | 9 | 44 | 2 | 182 | 90 | 13 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 28 | 94 | 53 | 34 | 594 | 53 | 9 | 44 | 2 | 182 | 90 | 13 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|----|----|----|-----|----|---|----|---|-----|----|----|
| AutoPCE: | 28 | 94 | 53 | 34 | 594 | 53 | 9 | 44 | 2 | 182 | 90 | 13 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 28 | 94 | 53 | 34 | 594 | 53 | 9 | 44 | 2 | 182 | 90 | 13 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 87 | 300 | 810 | 131 |
| MaxVolume: | 2361 | 2208 | 763 | 1129 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2361 | 2208 | 763 | 1129 |
| ApproachVol: | 175 | 681 | 55 | 285 |
| ApproachV/C: | 0.07 | 0.31 | 0.07 | 0.25 |
| ApproachDel: | 1.6 | 2.4 | 5.1 | 4.3 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.2 | 1.3 | 0.2 | 1.0 |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B [10.4]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 0 1 0).

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 rows for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for gap components (Critical Gp, FollowUpTim) and 4 rows for North, South, East, West bounds.

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 rows for North, South, East, West bounds.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 rows for North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.2 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 14 | 1 | 0 | 190 | 4 | 0 | 154 | 1 | 3 | 340 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 14 | 1 | 0 | 190 | 4 | 0 | 154 | 1 | 3 | 340 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 14 | 1 | 0 | 190 | 4 | 0 | 154 | 1 | 3 | 340 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 14 | 1 | 0 | 190 | 4 | 0 | 154 | 1 | 3 | 340 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 14 | 1 | 0 | 190 | 4 | 0 | 154 | 1 | 3 | 340 | 0 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|----|---|---|-----|---|---|-----|---|---|-----|---|
| AutoPCE: | 0 | 14 | 1 | 0 | 190 | 4 | 0 | 154 | 1 | 3 | 340 | 0 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 14 | 1 | 0 | 190 | 4 | 0 | 154 | 1 | 3 | 340 | 0 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 154 | 343 | 193 | 14 |
| MaxVolume: | 1117 | 1015 | 1096 | 1192 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1117 | 1015 | 1096 | 1192 |
| ApproachVol: | 15 | 194 | 155 | 343 |
| ApproachV/C: | 0.01 | 0.19 | 0.14 | 0.29 |
| ApproachDel: | 3.3 | 4.4 | 3.8 | 4.2 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.0 | 0.7 | 0.5 | 1.2 |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.371
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 19 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 73 | 0 | 52 | 0 | 0 | 0 | 0 | 928 | 74 | 56 | 946 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 73 | 0 | 52 | 0 | 0 | 0 | 0 | 928 | 74 | 56 | 946 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 73 | 0 | 52 | 0 | 0 | 0 | 0 | 928 | 74 | 56 | 946 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 73 | 0 | 52 | 0 | 0 | 0 | 0 | 928 | 74 | 56 | 946 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 73 | 0 | 52 | 0 | 0 | 0 | 0 | 928 | 74 | 56 | 946 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.18 | 0.04 | 0.03 | 0.28 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[8.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume).

Critical Gap Module: Table with 12 columns for critical gap and follow-up time components.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap.).

Level of Service Module: Table with 12 columns for level of service components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS).

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 3.5 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 139 | 0 | 0 | 198 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 139 | 0 | 0 | 198 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 139 | 0 | 0 | 198 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 139 | 0 | 0 | 198 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 139 | 0 | 0 | 198 | 0 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|---|---|----|---|-----|---|---|-----|---|
| AutoPCE: | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 139 | 0 | 0 | 198 | 0 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 139 | 0 | 0 | 198 | 0 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 139 | 198 | 0 | 0 |
| MaxVolume: | xxxxxx | 1093 | 1200 | 1200 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1093 | 1200 | 1200 |
| ApproachVol: | xxxxxx | 87 | 139 | 198 |
| ApproachV/C: | 1.00 | 0.08 | 0.12 | 0.17 |
| ApproachDel: | xxxxxx | 3.6 | 3.4 | 3.6 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.3 | 0.4 | 0.6 |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 80 | 20 | 183 | 177 | 68 | 81 | 25 | 1254 | 77 | 130 | 1059 | 21 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 80 | 20 | 183 | 177 | 68 | 81 | 25 | 1254 | 77 | 130 | 1059 | 21 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 80 | 20 | 183 | 177 | 68 | 81 | 25 | 1254 | 77 | 130 | 1059 | 21 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 80 | 20 | 183 | 177 | 68 | 81 | 25 | 1254 | 77 | 130 | 1059 | 21 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 80 | 20 | 183 | 177 | 68 | 81 | 25 | 1254 | 77 | 130 | 1059 | 21 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.01 | 0.11 | 0.10 | 0.04 | 0.05 | 0.01 | 0.25 | 0.05 | 0.08 | 0.21 | 0.01 |
| Crit Moves: | | | **** | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.799
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 52 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 158 | 0 | 65 | 28 | 2229 | 0 | 0 | 1537 | 62 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 158 | 0 | 65 | 28 | 2229 | 0 | 0 | 1537 | 62 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 158 | 0 | 65 | 28 | 2229 | 0 | 0 | 1537 | 62 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 158 | 0 | 65 | 28 | 2229 | 0 | 0 | 1537 | 62 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 158 | 0 | 65 | 28 | 2229 | 0 | 0 | 1537 | 62 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.04 | 0.02 | 0.66 | 0.00 | 0.00 | 0.45 | 0.04 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.05 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-----------|------|----------|------|-----------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | | Direction | | N/A | | Direction | | N/A | | Initial ICU |
| V/C | | 0.00 | | V/C | | 0.00 | | V/C | | 0.00 | | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | | RTOG | | 0.00 | | RTOG | | 0.00 | | Right Turn Adjustment |
| RTOR | | 0.00 | | RTOR | | 0.00 | | RTOR | | 0.00 | | |
| RTC | | 0.00 | | RTC | | 0.00 | | RTC | | 0.00 | | |
| Addl ICU | | 0.00 | | Addl ICU | | 0.00 | | Addl ICU | | 0.00 | | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.05 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.05 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 762 | 24 | 21 | 22 | 22 | 8 | 27 | 753 | 385 | 130 | 952 | 22 | Volume |
| 0.22 | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.02 | 0.22 | 0.23 | 0.04 | 0.28 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.22 | | V/C | 0.01 | | V/C | 0.02 | | V/C | 0.28 | | 0.533 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.22 | | RTOG | 0.01 | | RTOG | 0.26 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.02 | | RTOR | 0.22 | | RTOR | 0.22 | | |
| RTC | 0.28 | | RTC | 0.02 | | RTC | 0.43 | | RTC | 0.45 | | |
| Addl ICU | -0.28 | | Addl ICU | -0.02 | | Addl ICU | -0.20 | | Addl ICU | -0.43 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 0 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 4088 | 1012 | 3400 | 3400 | 1700 | Total Saturation |
| 91 | 413 | 271 | 148 | 669 | 35 | 61 | 978 | 242 | 459 | 1485 | 226 | Volume |
| 0.03 | 0.08 | 0.00 | 0.04 | 0.13 | 0.02 | 0.02 | 0.24 | 0.24 | 0.14 | 0.44 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.03 | | V/C | 0.13 | | V/C | 0.02 | | V/C | 0.44 | | 0.613 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.11 | | RTOG | 0.13 | | RTOG | 0.32 | | RTOG | 0.44 | | Right Turn Adjustment |
| RTOR | 0.22 | | RTOR | 0.02 | | RTOR | 0.03 | | RTOR | 0.08 | | |
| RTC | 0.28 | | RTC | 0.14 | | RTC | 0.34 | | RTC | 0.49 | | |
| Addl ICU | -0.28 | | Addl ICU | -0.12 | | Addl ICU | -0.10 | | Addl ICU | -0.36 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3973 | 1127 | 3400 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 1700 | 1700 | Total Saturation |
| 163 | 525 | 149 | 58 | 1021 | 327 | 210 | 146 | 180 | 447 | 352 | 77 | Volume |
| 0.05 | 0.13 | 0.13 | 0.02 | 0.20 | 0.19 | 0.12 | 0.04 | 0.11 | 0.13 | 0.21 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.20 | V/C | | 0.12 | V/C | | 0.21 | 0.579 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.20 | RTOG | | 0.20 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.29 | RTOR | | 0.12 | RTOR | | 0.05 | RTOR | | 0.12 | |
| RTC | | 0.45 | RTC | | 0.29 | RTC | | 0.24 | RTC | | 0.29 | |
| Addl ICU | | -0.31 | Addl ICU | | -0.10 | Addl ICU | | -0.13 | Addl ICU | | -0.25 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 118 | 635 | 196 | 152 | 1353 | 264 | 186 | 363 | 132 | 601 | 719 | 66 | Volume |
| 0.03 | 0.12 | 0.12 | 0.04 | 0.27 | 0.16 | 0.05 | 0.11 | 0.08 | 0.18 | 0.21 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.27 | | V/C | 0.11 | | V/C | 0.18 | | 0.584 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.26 | | RTOG | 0.27 | | RTOG | 0.11 | | RTOG | 0.23 | | Right Turn Adjustment |
| RTOR | 0.18 | | RTOR | 0.07 | | RTOR | 0.03 | | RTOR | 0.18 | | |
| RTC | 0.39 | | RTC | 0.32 | | RTC | 0.13 | | RTC | 0.36 | | |
| Addl ICU | -0.27 | | Addl ICU | -0.16 | | Addl ICU | -0.06 | | Addl ICU | -0.32 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 134 | 0 | 169 | 0 | 0 | 0 | 0 | 338 | 459 | 424 | 925 | 0 | Volume |
| 0.04 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.12 | 0.27 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.04 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.27 | | 0.311 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | -0.04 | | RTOG | 0.15 | | RTOG | 0.27 | | Right Turn Adjustment |
| RTOR | 0.17 | | RTOR | 0.00 | | RTOR | 0.04 | | RTOR | 0.04 | | |
| RTC | 0.17 | | RTC | -0.04 | | RTC | 0.18 | | RTC | 0.30 | | |
| Addl ICU | -0.12 | | Addl ICU | 0.04 | | Addl ICU | -0.18 | | Addl ICU | -0.30 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.36 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 89 | 378 | 74 | 326 | 758 | 68 | 106 | 910 | 232 | 496 | 1202 | 92 | Volume |
| 0.03 | 0.07 | 0.02 | 0.10 | 0.22 | 0.04 | 0.03 | 0.13 | 0.14 | 0.15 | 0.24 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.22 | | V/C | 0.13 | | V/C | 0.15 | | 0.529 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.15 | | RTOG | 0.22 | | RTOG | 0.13 | | RTOG | 0.25 | | Right Turn Adjustment |
| RTOR | 0.15 | | RTOR | 0.04 | | RTOR | 0.03 | | RTOR | 0.18 | | |
| RTC | 0.26 | | RTC | 0.26 | | RTC | 0.15 | | RTC | 0.38 | | |
| Addl ICU | -0.24 | | Addl ICU | -0.22 | | Addl ICU | -0.02 | | Addl ICU | -0.33 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 0 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 255 | 468 | 191 | 167 | 2166 | 33 | 0 | 137 | 474 | 464 | 622 | 224 | Volume |
| 0.08 | 0.09 | 0.00 | 0.05 | 0.42 | 0.02 | 0.00 | 0.03 | 0.00 | 0.14 | 0.12 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.08 | V/C | | 0.42 | V/C | | 0.03 | V/C | | 0.14 | 0.663 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.45 | RTOG | | 0.42 | RTOG | | 0.03 | RTOG | | 0.16 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.04 | RTOR | | 0.08 | RTOR | | 0.41 | |
| RTC | | 0.55 | RTC | | 0.46 | RTC | | 0.08 | RTC | | 0.47 | |
| Addl ICU | | -0.55 | Addl ICU | | -0.44 | Addl ICU | | -0.08 | Addl ICU | | -0.34 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.71 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 1 | 4 | 1 | 1.5 | 0.5 | 2 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 1700 | 6800 | 1700 | 3318 | 82 | 3400 | 1700 | 567 | 1133 | Total Saturation |
| 162 | 892 | 8 | 6 | 3288 | 339 | 283 | 7 | 515 | 8 | 4 | 8 | Volume |
| 0.05 | 0.17 | 0.00 | 0.00 | 0.48 | 0.20 | 0.09 | 0.09 | 0.15 | 0.00 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.48 | V/C | | 0.09 | V/C | | 0.01 | 0.624 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.53 | RTOG | | 0.48 | RTOG | | 0.09 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.09 | RTOR | | 0.05 | RTOR | | 0.36 | |
| RTC | | 0.53 | RTC | | 0.55 | RTC | | 0.12 | RTC | | 0.27 | |
| Addl ICU | | -0.53 | Addl ICU | | -0.35 | Addl ICU | | 0.03 | Addl ICU | | -0.27 | |
| | | 0.00 | | | 0.00 | | | 0.03 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #304 Sand Canyon Ave (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 1700 | 3400 | 5100 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | Total Saturation |
| 0 | 981 | 145 | 164 | 3633 | 0 | 0 | 0 | 0 | 220 | 0 | 68 | Volume |
| 0.00 | 0.19 | 0.09 | 0.05 | 0.71 | 0.00 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.71 | V/C | | 0.00 | V/C | | 0.06 | 0.777 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.66 | RTOG | | 0.71 | RTOG | | -0.06 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.06 | RTOR | | 0.00 | RTOR | | 0.52 | |
| RTC | | 0.71 | RTC | | 0.76 | RTC | | -0.06 | RTC | | 0.45 | |
| Addl ICU | | -0.63 | Addl ICU | | -0.76 | Addl ICU | | 0.06 | Addl ICU | | -0.41 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 814 | 170 | 857 | 3002 | 0 | 371 | 3 | 1116 | 0 | 0 | 0 | Volume |
| 0.00 | 0.12 | 0.10 | 0.25 | 0.44 | 0.00 | 0.09 | 0.00 | 0.44 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | N/A | | Initial ICU |
| V/C | 0.00 | | V/C | 0.44 | | V/C | 0.09 | | V/C | 0.00 | | 0.529 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.19 | | RTOG | 0.44 | | RTOG | 0.09 | | RTOG | -0.09 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.09 | | RTOR | 0.00 | | RTOR | 0.32 | | |
| RTC | 0.25 | | RTC | 0.51 | | RTC | 0.09 | | RTC | 0.15 | | |
| Addl ICU | -0.15 | | Addl ICU | -0.51 | | Addl ICU | 0.35 | | Addl ICU | -0.15 | | |
| | 0.00 | | | 0.00 | | | 0.35 | | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.93 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4691 | 409 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 26 | 860 | 75 | 88 | 3460 | 121 | 19 | 2 | 21 | 71 | 8 | 64 | Volume |
| 0.02 | 0.18 | 0.18 | 0.05 | 0.68 | 0.07 | 0.01 | 0.00 | 0.01 | 0.04 | 0.00 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.02 | | V/C | 0.68 | | V/C | 0.00 | | V/C | 0.04 | | 0.737 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.64 | | RTOG | 0.68 | | RTOG | 0.00 | | RTOG | 0.03 | | Right Turn Adjustment |
| RTOR | 0.04 | | RTOR | 0.04 | | RTOR | 0.02 | | RTOR | 0.51 | | |
| RTC | 0.67 | | RTC | 0.71 | | RTC | 0.01 | | RTC | 0.41 | | |
| Addl ICU | -0.49 | | Addl ICU | -0.64 | | Addl ICU | 0.00 | | Addl ICU | -0.38 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.79 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 2550 | 2550 | Total Saturation |
| 76 | 571 | 142 | 1427 | 1793 | 273 | 86 | 131 | 104 | 72 | 166 | 284 | Volume |
| 0.04 | 0.11 | 0.08 | 0.42 | 0.35 | 0.16 | 0.03 | 0.08 | 0.06 | 0.02 | 0.07 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.11 | | V/C | 0.42 | | V/C | 0.03 | | V/C | 0.07 | | 0.622 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.11 | | RTOG | 0.49 | | RTOG | 0.07 | | RTOG | 0.07 | | |
| RTOR | 0.01 | | RTOR | 0.03 | | RTOR | 0.18 | | RTOR | 0.42 | | |
| RTC | 0.12 | | RTC | 0.51 | | RTC | 0.20 | | RTC | 0.38 | | |
| Addl ICU | -0.04 | | Addl ICU | -0.35 | | Addl ICU | -0.14 | | Addl ICU | -0.27 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 228 | 0 | 308 | 0 | 949 | 334 | 177 | 1331 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.09 | 0.00 | 0.14 | 0.20 | 0.10 | 0.26 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.26 | 0.395 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.13 | RTOG | | 0.13 | RTOG | | 0.16 | RTOG | | 0.26 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.00 | RTOR | | 0.13 | RTOR | | 0.13 | |
| RTC | | -0.04 | RTC | | 0.13 | RTC | | 0.26 | RTC | | 0.36 | |
| Addl ICU | | 0.04 | Addl ICU | | -0.04 | Addl ICU | | -0.06 | Addl ICU | | -0.36 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.45 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4631 | 469 | Total Saturation |
| 99 | 0 | 211 | 0 | 0 | 0 | 0 | 1013 | 216 | 0 | 1422 | 144 | Volume |
| 0.06 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.00 | 0.31 | 0.31 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.06 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.31 | | 0.365 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.06 | | RTOG | -0.06 | | RTOG | 0.31 | | RTOG | 0.31 | | Right Turn Adjustment |
| RTOR | 0.01 | | RTOR | 0.00 | | RTOR | 0.06 | | RTOR | 0.06 | | |
| RTC | 0.07 | | RTC | -0.06 | | RTC | 0.35 | | RTC | 0.35 | | |
| Addl ICU | 0.06 | | Addl ICU | 0.06 | | Addl ICU | -0.35 | | Addl ICU | -0.04 | | |
| | 0.06 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.47 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 175 | 381 | 94 | 266 | 1527 | 588 | 521 | 1112 | 699 | 265 | 900 | 190 | Volume |
| 0.05 | 0.07 | 0.00 | 0.08 | 0.30 | 0.00 | 0.15 | 0.22 | 0.41 | 0.08 | 0.18 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.30 | V/C | | 0.15 | V/C | | 0.18 | 0.681 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.30 | RTOG | | 0.25 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.15 | RTOR | | 0.05 | RTOR | | 0.28 | |
| RTC | | 0.36 | RTC | | 0.41 | RTC | | 0.29 | RTC | | 0.38 | |
| Addl ICU | | -0.36 | Addl ICU | | -0.41 | Addl ICU | | 0.12 | Addl ICU | | -0.27 | |
| | | 0.00 | | | 0.00 | | | 0.12 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.85 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5039 | 61 | 1700 | 567 | 1133 | 1700 | 1700 | 1700 | Total Saturation |
| 70 | 1068 | 75 | 73 | 2220 | 27 | 2 | 6 | 12 | 206 | 37 | 146 | Volume |
| 0.04 | 0.21 | 0.00 | 0.04 | 0.44 | 0.44 | 0.00 | 0.01 | 0.01 | 0.12 | 0.02 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.04 | | V/C | 0.44 | | V/C | 0.01 | | V/C | 0.12 | | 0.614 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.44 | | RTOG | 0.44 | | RTOG | 0.01 | | RTOG | 0.13 | | Right Turn Adjustment |
| RTOR | 0.12 | | RTOR | 0.11 | | RTOR | 0.04 | | RTOR | 0.27 | | |
| RTC | 0.53 | | RTC | 0.52 | | RTC | 0.04 | | RTC | 0.33 | | |
| Addl ICU | -0.53 | | Addl ICU | -0.08 | | Addl ICU | -0.03 | | Addl ICU | -0.25 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 4918 | 182 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 148 | 966 | 210 | 117 | 2102 | 78 | 11 | 12 | 28 | 389 | 41 | 95 | Volume |
| 0.09 | 0.19 | 0.00 | 0.03 | 0.43 | 0.43 | 0.01 | 0.01 | 0.00 | 0.11 | 0.02 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.09 | V/C | | 0.43 | V/C | | 0.01 | V/C | | 0.11 | 0.636 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.48 | RTOG | | 0.43 | RTOG | | 0.01 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.10 | RTOR | | 0.09 | RTOR | | 0.33 | |
| RTC | | 0.57 | RTC | | 0.50 | RTC | | 0.07 | RTC | | 0.36 | |
| Addl ICU | | -0.57 | Addl ICU | | -0.07 | Addl ICU | | -0.07 | Addl ICU | | -0.30 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.69 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2821 | 579 | Total Saturation |
| 6 | 926 | 144 | 78 | 1461 | 893 | 373 | 146 | 12 | 316 | 419 | 86 | Volume |
| 0.00 | 0.18 | 0.00 | 0.02 | 0.29 | 0.00 | 0.11 | 0.04 | 0.01 | 0.09 | 0.15 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.29 | V/C | | 0.11 | V/C | | 0.15 | 0.548 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.29 | RTOG | | 0.17 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.22 | RTOR | | 0.11 | RTOR | | 0.00 | RTOR | | 0.11 | |
| RTC | | 0.43 | RTC | | 0.37 | RTC | | 0.17 | RTC | | 0.23 | |
| Addl ICU | | -0.43 | Addl ICU | | -0.37 | Addl ICU | | -0.16 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.60 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 2550 | 0 | 2550 | Total Saturation |
| 0 | 3111 | 515 | 0 | 873 | 0 | 0 | 0 | 0 | 175 | 0 | 694 | Volume |
| 0.00 | 0.61 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.27 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.61 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.07 | 0.679 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.61 | RTOG | | 0.61 | RTOG | | -0.07 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.07 | RTOR | | 0.44 | RTOR | | 0.00 | |
| RTC | | 0.66 | RTC | | 0.66 | RTC | | 0.26 | RTC | | 0.07 | |
| Addl ICU | | -0.66 | Addl ICU | | -0.66 | Addl ICU | | -0.26 | Addl ICU | | 0.20 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.20 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.93 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 935 | 0 | 0 | 795 | 296 | 2712 | 0 | 678 | 0 | 0 | 0 | Volume |
| 0.00 | 0.18 | 0.00 | 0.00 | 0.16 | 0.00 | 0.53 | 0.00 | 0.40 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.53 | V/C | | 0.00 | 0.715 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.18 | RTOG | | 0.53 | RTOG | | -0.53 | Right Turn Adjustment |
| RTOR | | 0.53 | RTOR | | 0.53 | RTOR | | 0.03 | RTOR | | 0.00 | |
| RTC | | 0.58 | RTC | | 0.58 | RTC | | 0.55 | RTC | | -0.53 | |
| Addl ICU | | -0.58 | Addl ICU | | -0.58 | Addl ICU | | -0.15 | Addl ICU | | 0.53 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 513 | 1187 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 193 | 19 | 44 | 127 | 63 | 36 | 21 | 403 | 84 | 172 | 1035 | 20 | Volume |
| 0.11 | 0.04 | 0.04 | 0.07 | 0.04 | 0.02 | 0.01 | 0.12 | 0.05 | 0.10 | 0.30 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.11 | | V/C | 0.04 | | V/C | 0.01 | | V/C | 0.30 | | 0.467 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.08 | | RTOG | 0.04 | | RTOG | 0.22 | | RTOG | 0.30 | | Right Turn Adjustment |
| RTOR | 0.20 | | RTOR | 0.01 | | RTOR | 0.11 | | RTOR | 0.11 | | |
| RTC | 0.22 | | RTC | 0.05 | | RTC | 0.30 | | RTC | 0.39 | | |
| Addl ICU | -0.19 | | Addl ICU | -0.03 | | Addl ICU | -0.25 | | Addl ICU | -0.38 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.52 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 278 | 1422 | 850 | 413 | 1287 | Total Saturation |
| 30 | 76 | 1 | 52 | 340 | 231 | 30 | 8 | 41 | 1 | 26 | 81 | Volume |
| 0.04 | 0.04 | 0.00 | 0.06 | 0.20 | 0.27 | 0.04 | 0.03 | 0.03 | 0.00 | 0.06 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.20 | V/C | | 0.04 | V/C | | 0.06 | 0.334 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.17 | RTOG | | 0.20 | RTOG | | 0.10 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.19 | |
| RTC | | 0.23 | RTC | | 0.23 | RTC | | 0.12 | RTC | | 0.21 | |
| Addl ICU | | -0.23 | Addl ICU | | 0.05 | Addl ICU | | -0.09 | Addl ICU | | -0.14 | |
| | | 0.00 | | | 0.05 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.43 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 161 | 34 | 22 | 115 | 294 | 548 | 131 | 890 | 288 | 69 | 1080 | 15 | Volume |
| 0.05 | 0.01 | 0.01 | 0.07 | 0.09 | 0.00 | 0.04 | 0.17 | 0.17 | 0.02 | 0.32 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.09 | | V/C | 0.04 | | V/C | 0.32 | | 0.490 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.07 | | RTOG | 0.09 | | RTOG | 0.34 | | RTOG | 0.32 | | Right Turn Adjustment |
| RTOR | 0.18 | | RTOR | 0.04 | | RTOR | 0.05 | | RTOR | 0.12 | | |
| RTC | 0.20 | | RTC | 0.12 | | RTC | 0.37 | | RTC | 0.41 | | |
| Addl ICU | -0.19 | | Addl ICU | -0.12 | | Addl ICU | -0.20 | | Addl ICU | -0.40 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.54 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1589 | 111 | 1700 | 1700 | 1700 | 3400 | 2801 | 599 | 1700 | 3144 | 256 | Total Saturation |
| 69 | 43 | 3 | 37 | 66 | 810 | 408 | 229 | 49 | 5 | 467 | 38 | Volume |
| 0.04 | 0.03 | 0.03 | 0.02 | 0.04 | 0.48 | 0.12 | 0.08 | 0.08 | 0.00 | 0.15 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.04 | | V/C | 0.04 | | V/C | 0.12 | | V/C | 0.15 | | 0.348 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.06 | | RTOG | 0.04 | | RTOG | 0.27 | | RTOG | 0.15 | | Right Turn Adjustment |
| RTOR | 0.19 | | RTOR | 0.12 | | RTOR | 0.04 | | RTOR | 0.05 | | |
| RTC | 0.20 | | RTC | 0.13 | | RTC | 0.30 | | RTC | 0.19 | | |
| Addl ICU | -0.17 | | Addl ICU | 0.35 | | Addl ICU | -0.21 | | Addl ICU | -0.04 | | |
| | 0.00 | | | 0.35 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.75 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1700 | 1700 | Total Saturation |
| 0 | 0 | 0 | 162 | 0 | 75 | 38 | 219 | 0 | 0 | 172 | 65 | Volume |
| 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.04 | 0.02 | 0.13 | 0.00 | 0.00 | 0.10 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.00 | | V/C | 0.10 | | V/C | 0.13 | | V/C | 0.00 | | 0.224 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.10 | | RTOG | 0.10 | | RTOG | 0.13 | | RTOG | 0.11 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.03 | | RTOR | 0.10 | | RTOR | 0.10 | | |
| RTC | -0.10 | | RTC | 0.12 | | RTC | 0.20 | | RTC | 0.18 | | |
| Addl ICU | 0.10 | | Addl ICU | -0.07 | | Addl ICU | -0.20 | | Addl ICU | -0.14 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 233 | 1467 | 1700 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 383 | 7 | 44 | 36 | 82 | 320 | 0 | 455 | 79 | 22 | 719 | 0 | Volume |
| 0.11 | 0.03 | 0.03 | 0.02 | 0.05 | 0.19 | 0.00 | 0.13 | 0.05 | 0.01 | 0.21 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.11 | V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.21 | 0.372 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.14 | RTOG | | 0.05 | RTOG | | 0.20 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.00 | RTOR | | 0.11 | RTOR | | 0.13 | |
| RTC | | 0.20 | RTC | | 0.05 | RTC | | 0.28 | RTC | | 0.31 | |
| Addl ICU | | -0.17 | Addl ICU | | 0.14 | Addl ICU | | -0.24 | Addl ICU | | -0.31 | |
| | | 0.00 | | | 0.14 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.56 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 40 | 48 | 88 | 284 | 84 | 123 | 63 | 928 | 44 | 88 | 969 | 146 | Volume |
| 0.02 | 0.03 | 0.05 | 0.08 | 0.05 | 0.07 | 0.04 | 0.18 | 0.03 | 0.05 | 0.19 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.08 | | V/C | 0.18 | | V/C | 0.05 | | 0.345 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.03 | | RTOG | 0.09 | | RTOG | 0.18 | | RTOG | 0.20 | | Right Turn Adjustment |
| RTOR | 0.05 | | RTOR | 0.04 | | RTOR | 0.06 | | RTOR | 0.08 | | |
| RTC | 0.07 | | RTC | 0.12 | | RTC | 0.23 | | RTC | 0.26 | | |
| Addl ICU | -0.02 | | Addl ICU | -0.05 | | Addl ICU | -0.20 | | Addl ICU | -0.17 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.40 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2433 | 967 | 1700 | 3292 | 108 | 1700 | 298 | 1403 | 1700 | 1275 | 425 | Total Saturation |
| 11 | 73 | 29 | 2 | 427 | 14 | 11 | 14 | 66 | 149 | 9 | 3 | Volume |
| 0.01 | 0.03 | 0.03 | 0.00 | 0.13 | 0.13 | 0.01 | 0.05 | 0.05 | 0.09 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.01 | | V/C | 0.13 | | V/C | 0.05 | | V/C | 0.09 | | 0.271 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.14 | | RTOG | 0.13 | | RTOG | 0.05 | | RTOG | 0.13 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.13 | | RTOR | 0.01 | | RTOR | 0.11 | | |
| RTC | 0.20 | | RTC | 0.23 | | RTC | 0.05 | | RTC | 0.21 | | |
| Addl ICU | -0.17 | | Addl ICU | -0.10 | | Addl ICU | 0.00 | | Addl ICU | -0.20 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.32 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1626 | 74 | 850 | 1485 | 215 | Total Saturation |
| 28 | 94 | 53 | 34 | 594 | 53 | 9 | 44 | 2 | 182 | 90 | 13 | Volume |
| 0.03 | 0.06 | 0.06 | 0.04 | 0.35 | 0.06 | 0.01 | 0.03 | 0.03 | 0.21 | 0.06 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.35 | | V/C | 0.03 | | V/C | 0.21 | | 0.624 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.34 | | RTOG | 0.35 | | RTOG | 0.03 | | RTOG | 0.23 | | Right Turn Adjustment |
| RTOR | 0.21 | | RTOR | 0.18 | | RTOR | 0.03 | | RTOR | 0.33 | | |
| RTC | 0.50 | | RTC | 0.48 | | RTC | 0.05 | | RTC | 0.48 | | |
| Addl ICU | -0.44 | | Addl ICU | -0.42 | | Addl ICU | -0.02 | | Addl ICU | -0.42 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1602 | 98 | 0 | 1700 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 | Total Saturation |
| 0 | 82 | 5 | 0 | 116 | 0 | 0 | 0 | 0 | 126 | 0 | 2 | Volume |
| 0.00 | 0.05 | 0.05 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.07 | 0.142 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.07 | RTOG | | -0.07 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.07 | RTOR | | 0.00 | RTOR | | 0.02 | |
| RTC | | 0.12 | RTC | | 0.12 | RTC | | -0.07 | RTC | | 0.09 | |
| Addl ICU | | -0.07 | Addl ICU | | -0.12 | Addl ICU | | 0.07 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.19 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1587 | 113 | 0 | 1665 | 35 | 0 | 1689 | 11 | 850 | 1700 | 0 | Total Saturation |
| 0 | 14 | 1 | 0 | 190 | 4 | 0 | 154 | 1 | 3 | 340 | 0 | Volume |
| 0.00 | 0.01 | 0.01 | 0.00 | 0.11 | 0.11 | 0.00 | 0.09 | 0.09 | 0.00 | 0.20 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.11 | V/C | | 0.00 | V/C | | 0.20 | 0.314 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.11 | RTOG | | 0.20 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.11 | |
| RTC | | 0.20 | RTC | | 0.11 | RTC | | 0.20 | RTC | | 0.28 | |
| Addl ICU | | -0.19 | Addl ICU | | 0.00 | Addl ICU | | -0.11 | Addl ICU | | -0.28 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.36 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 73 | 0 | 52 | 0 | 0 | 0 | 0 | 928 | 74 | 56 | 946 | 0 | Volume |
| 0.04 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.18 | 0.04 | 0.03 | 0.28 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.04 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.28 | | 0.321 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | -0.04 | | RTOG | 0.25 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.10 | | RTOR | 0.00 | | RTOR | 0.04 | | RTOR | 0.04 | | |
| RTC | 0.12 | | RTC | -0.04 | | RTC | 0.28 | | RTC | 0.31 | | |
| Addl ICU | -0.08 | | Addl ICU | 0.04 | | Addl ICU | -0.23 | | Addl ICU | -0.31 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | |
| | | | | | | | | | | | 0.37 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 4 | 0 | 0 | 68 | 59 | 12 | 0 | 1 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 0.03 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.04 | V/C | | 0.01 | V/C | | 0.00 | 0.047 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.04 | RTOG | | 0.01 | RTOG | | -0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.04 | |
| RTC | | 0.05 | RTC | | 0.05 | RTC | | 0.01 | RTC | | 0.02 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.01 | Addl ICU | | -0.01 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.10 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 850 | 0 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 87 | 0 | 139 | 0 | 0 | 198 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.08 | 0.00 | 0.00 | 0.12 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.12 | 0.116 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.12 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.03 | RTC | | 0.00 | RTC | | 0.12 | RTC | | 0.12 | |
| Addl ICU | | -0.03 | Addl ICU | | 0.10 | Addl ICU | | -0.12 | Addl ICU | | -0.12 | |
| | | 0.00 | | | 0.10 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.27 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 80 | 20 | 183 | 177 | 68 | 81 | 25 | 1254 | 77 | 130 | 1059 | 21 | Volume |
| 0.05 | 0.01 | 0.11 | 0.10 | 0.04 | 0.05 | 0.01 | 0.25 | 0.05 | 0.08 | 0.21 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.10 | V/C | | 0.25 | V/C | | 0.08 | 0.438 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.07 | RTOG | | 0.25 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.11 | RTOR | | 0.08 | RTOR | | 0.10 | |
| RTC | | 0.07 | RTC | | 0.15 | RTC | | 0.30 | RTC | | 0.39 | |
| Addl ICU | | 0.04 | Addl ICU | | -0.11 | Addl ICU | | -0.26 | Addl ICU | | -0.37 | |
| 0.04 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.04 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.53 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 158 | 0 | 65 | 28 | 2229 | 0 | 0 | 1537 | 62 | Volume |
| 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.04 | 0.02 | 0.66 | 0.00 | 0.00 | 0.45 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.09 | V/C | | 0.66 | V/C | | 0.00 | 0.749 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.09 | RTOG | | 0.09 | RTOG | | 0.66 | RTOG | | 0.64 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.20 | RTOR | | 0.09 | RTOR | | 0.09 | |
| RTC | | -0.09 | RTC | | 0.25 | RTC | | 0.73 | RTC | | 0.71 | |
| Addl ICU | | 0.09 | Addl ICU | | -0.21 | Addl ICU | | -0.73 | Addl ICU | | -0.67 | |
| | | 0.09 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.89 | | | | | | | | | | | | |

INTERSECTION ANALYSIS WORKSHEETS

YEAR 2017 – NO PROJECT

2012 MODIFIED PROJECT OPTION 1

PM PEAK HOUR

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Impact Analysis Report
 Level Of Service

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|--------------|-------------|--------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #282 Jeffrey Rd & Portola Pkwy | B | xxxxxx 0.634 | B | xxxxxx 0.634 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | B | xxxxxx 0.668 | B | xxxxxx 0.668 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | B | xxxxxx 0.625 | B | xxxxxx 0.625 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | C | xxxxxx 0.740 | C | xxxxxx 0.740 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx 0.479 | A | xxxxxx 0.479 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | A | xxxxxx 0.527 | A | xxxxxx 0.527 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | C | xxxxxx 0.717 | C | xxxxxx 0.717 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | B | 19.1 0.705 | B | 19.1 0.705 | + 0.000 D/V |
| #304 Sand Canyon Ave & Marine Wy | E | xxxxxx 0.924 | E | xxxxxx 0.924 | + 0.000 V/C |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 18.1 0.783 | B | 18.1 0.783 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxxx 1.121 | F | xxxxxx 1.121 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 11.1 0.449 | B | 11.1 0.449 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 15.4 0.681 | B | 15.4 0.681 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | D | xxxxxx 0.823 | D | xxxxxx 0.823 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | A | xxxxxx 0.593 | A | xxxxxx 0.593 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx 0.553 | A | xxxxxx 0.553 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | C | xxxxxx 0.704 | C | xxxxxx 0.704 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | A | 5.8 0.661 | A | 5.8 0.661 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 22.1 0.830 | C | 22.1 0.830 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | D | xxxxxx 0.839 | D | xxxxxx 0.839 | + 0.000 V/C |
| #556 Ridge Valley & Portola Pkwy | B | xxxxxx 0.676 | B | xxxxxx 0.676 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 4.8 0.380 | A | 4.8 0.380 | + 0.000 V/C |
| #558 "O" St & Irvine Blvd | B | xxxxxx 0.669 | B | xxxxxx 0.669 | + 0.000 V/C |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #559 "O" St & Trabuco Rd | A xxxxxx | 0.591 | A xxxxxx | 0.591 | + 0.000 V/C |
| #560 "O" St & Marine Wy | A xxxxxx | 0.490 | A xxxxxx | 0.490 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | A xxxxxx | 0.541 | A xxxxxx | 0.541 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | A xxxxxx | 0.556 | A xxxxxx | 0.556 | + 0.000 V/C |
| #603 "O" St & "LN" St | C 18.2 | 0.180 | C 18.2 | 0.180 | + 0.000 D/V |
| #605 "O" St & "LQ" St | A 2.6 | 0.235 | A 2.6 | 0.235 | + 0.000 V/C |
| #608 "O" St & "LV" St | C 16.5 | 0.219 | C 16.5 | 0.219 | + 0.000 D/V |
| #626 "LY" St & "LQ" St | A 4.2 | 0.294 | A 4.2 | 0.294 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | B xxxxxx | 0.637 | B xxxxxx | 0.637 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A 9.3 | 0.024 | A 9.3 | 0.024 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A 3.8 | 0.243 | A 3.8 | 0.243 | + 0.000 V/C |
| #790 "Z" St & Irvine Blvd | B xxxxxx | 0.604 | B xxxxxx | 0.604 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D xxxxxx | 0.861 | D xxxxxx | 0.861 | + 0.000 V/C |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| #603 "O" St & "LN" St | No / No | ??? / ??? |
| #608 "O" St & "LV" St | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Del.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=57]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=979]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=73]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=979]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|-----|--------------|-----|----|------------|----|----|------------|----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 44 | 324 | 138 | 4 | 313 | 26 | 9 | 11 | 37 | 58 | 13 | 2 | | | | | | |
| Major Street Volume: | 849 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 73 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 444 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #608 "O" St & "LV" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|-----|----|--------------|-----|---|------------|---|---|------------|---|---|----|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 332 | 83 | 0 | 348 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 1 | |
| ApproachDel: | xxxxxxx | | | xxxxxxx | | | xxxxxxx | | | 16.5 | | | | | | | |

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=88]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=851]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #608 "O" St & "LV" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | | |
|----------------------------------|--------------|-----|----|--------------|-----|---|------------|---|---|------------|---|---|----|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | | |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 332 | 83 | 0 | 348 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 1 | | | | | |
| Major Street Volume: | 763 | | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 88 | | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 378 | | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|----|---|--------------|----|----|------------|---|---|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 81 | 0 | 0 | 77 | 15 | 20 | 0 | 3 | 0 | 0 | 0 | | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.3 | | | xxxxxx | | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=23]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=196]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|----|----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 81 | | 0 | 0 | | 77 | | 15 | 20 | | 0 | | 3 | 0 | | 0 | | 0 |
| Major Street Volume: | 173 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 23 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1129 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.634 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 31 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 577 | 52 | 133 | 146 | 60 | 21 | 99 | 990 | 281 | 300 | 456 | 34 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 577 | 52 | 133 | 146 | 60 | 21 | 99 | 990 | 281 | 300 | 456 | 34 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 577 | 52 | 0 | 146 | 60 | 21 | 99 | 990 | 281 | 300 | 456 | 34 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 577 | 52 | 0 | 146 | 60 | 21 | 99 | 990 | 281 | 300 | 456 | 34 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 577 | 52 | 0 | 146 | 60 | 21 | 99 | 990 | 281 | 300 | 456 | 34 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.17 | 0.03 | 0.00 | 0.09 | 0.04 | 0.01 | 0.06 | 0.29 | 0.17 | 0.09 | 0.13 | 0.02 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 330 | 578 | 411 | 163 | 320 | 84 | 63 | 1322 | 255 | 298 | 1494 | 253 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 330 | 578 | 411 | 163 | 320 | 84 | 63 | 1322 | 255 | 298 | 1494 | 253 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 330 | 578 | 0 | 163 | 320 | 84 | 63 | 1322 | 255 | 298 | 1494 | 253 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 330 | 578 | 0 | 163 | 320 | 84 | 63 | 1322 | 255 | 298 | 1494 | 253 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 330 | 578 | 0 | 163 | 320 | 84 | 63 | 1322 | 255 | 298 | 1494 | 253 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.51 | 0.49 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4275 | 825 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.11 | 0.00 | 0.05 | 0.06 | 0.05 | 0.02 | 0.31 | 0.31 | 0.09 | 0.44 | 0.15 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | |
| Rights: | Include | | | Include | | | WideBypass | | | WideBypass | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 309 | 1015 | 423 | 65 | 617 | 198 | 182 | 237 | 207 | 216 | 204 | 80 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 309 | 1015 | 423 | 65 | 617 | 198 | 182 | 237 | 207 | 216 | 204 | 80 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 309 | 1015 | 423 | 65 | 617 | 198 | 182 | 237 | 207 | 216 | 204 | 80 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 309 | 1015 | 423 | 65 | 617 | 198 | 182 | 237 | 207 | 216 | 204 | 80 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 309 | 1015 | 423 | 65 | 617 | 198 | 182 | 237 | 207 | 216 | 204 | 80 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.12 | 0.88 | 2.00 | 3.00 | 1.00 | 1.00 | 1.07 | 0.93 | 2.00 | 0.72 | 0.28 |
| Final Sat.: | 3400 | 3600 | 1500 | 3400 | 5100 | 1700 | 1700 | 1815 | 1585 | 3400 | 1221 | 479 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.28 | 0.28 | 0.02 | 0.12 | 0.12 | 0.11 | 0.13 | 0.13 | 0.06 | 0.17 | 0.17 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.740
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 225 | 1767 | 490 | 77 | 887 | 114 | 287 | 553 | 157 | 213 | 454 | 176 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 225 | 1767 | 490 | 77 | 887 | 114 | 287 | 553 | 157 | 213 | 454 | 176 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 225 | 1767 | 490 | 77 | 887 | 114 | 287 | 553 | 157 | 213 | 454 | 176 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 225 | 1767 | 490 | 77 | 887 | 114 | 287 | 553 | 157 | 213 | 454 | 176 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 225 | 1767 | 490 | 77 | 887 | 114 | 287 | 553 | 157 | 213 | 454 | 176 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.35 | 0.65 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 3993 | 1107 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.44 | 0.44 | 0.02 | 0.17 | 0.07 | 0.08 | 0.16 | 0.09 | 0.06 | 0.13 | 0.10 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.479
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 23 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 503 | 0 | 354 | 0 | 0 | 0 | 0 | 748 | 160 | 208 | 587 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 503 | 0 | 354 | 0 | 0 | 0 | 0 | 748 | 160 | 208 | 587 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 503 | 0 | 354 | 0 | 0 | 0 | 0 | 748 | 0 | 208 | 587 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 503 | 0 | 354 | 0 | 0 | 0 | 0 | 748 | 0 | 208 | 587 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 503 | 0 | 354 | 0 | 0 | 0 | 0 | 748 | 0 | 208 | 587 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.15 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.06 | 0.17 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 12 columns representing saturation flow parameters like Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis parameters like Vol/Sat and Crit Moves.

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.717
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 548 | 2010 | 476 | 258 | 794 | 57 | 109 | 390 | 247 | 411 | 243 | 264 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 548 | 2010 | 476 | 258 | 794 | 57 | 109 | 390 | 247 | 411 | 243 | 264 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 548 | 2010 | 0 | 258 | 794 | 57 | 109 | 390 | 0 | 411 | 243 | 264 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 548 | 2010 | 0 | 258 | 794 | 57 | 109 | 390 | 0 | 411 | 243 | 264 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 548 | 2010 | 0 | 258 | 794 | 57 | 109 | 390 | 0 | 411 | 243 | 264 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.16 | 0.39 | 0.00 | 0.08 | 0.16 | 0.03 | 0.03 | 0.08 | 0.00 | 0.12 | 0.07 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 0 Average Delay (sec/veh): 19.1
Optimal Cycle: 77 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors for each of the four approaches.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors for each of the four approaches.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics for each of the four approaches.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Sand Canyon Ave & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.924
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: E

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.783
Loss Time (sec): 0 Average Delay (sec/veh): 18.1
Optimal Cycle: 105 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 1.121 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 180 | Level Of Service: | F |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | | | |
| Rights: | Include | | | WideBypass | | | WideBypass | | | Include | | | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | | | |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 165 | 1665 | 129 | 485 | 949 | 137 | 230 | 170 | 64 | 173 | 60 | 1330 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 165 | 1665 | 129 | 485 | 949 | 137 | 230 | 170 | 64 | 173 | 60 | 1330 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 165 | 1665 | 129 | 485 | 949 | 137 | 230 | 170 | 64 | 173 | 60 | 1330 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 165 | 1665 | 129 | 485 | 949 | 137 | 230 | 170 | 64 | 173 | 60 | 1330 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 165 | 1665 | 129 | 485 | 949 | 137 | 230 | 170 | 64 | 173 | 60 | 1330 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.62 | 0.38 | 2.00 | 0.73 | 0.27 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 4457 | 643 | 3400 | 1235 | 465 | 3400 | 1700 | 3400 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.33 | 0.08 | 0.29 | 0.21 | 0.21 | 0.07 | 0.14 | 0.14 | 0.05 | 0.04 | 0.39 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 0 Average Delay (sec/veh): 11.1
Optimal Cycle: 41 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 0 Average Delay (sec/veh): 15.4
Optimal Cycle: 71 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.823 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 57 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 657 | 1190 | 182 | 175 | 511 | 663 | 636 | 836 | 271 | 128 | 1490 | 286 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 657 | 1190 | 182 | 175 | 511 | 663 | 636 | 836 | 271 | 128 | 1490 | 286 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 657 | 1190 | 0 | 175 | 511 | 0 | 636 | 836 | 271 | 128 | 1490 | 286 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 657 | 1190 | 0 | 175 | 511 | 0 | 636 | 836 | 271 | 128 | 1490 | 286 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 657 | 1190 | 0 | 175 | 511 | 0 | 636 | 836 | 271 | 128 | 1490 | 286 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.19 | 0.23 | 0.00 | 0.05 | 0.10 | 0.00 | 0.19 | 0.16 | 0.16 | 0.04 | 0.29 | 0.17 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module table with 12 columns representing capacity and critical moves like Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module table with 12 columns representing capacity and critical moves like Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, etc.

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 0 Average Delay (sec/veh): 5.8
Optimal Cycle: 67 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 0 Average Delay (sec/veh): 22.1
Optimal Cycle: 134 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.839
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 62 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 25 | 3130 | 96 | 94 | 1446 | 24 | 79 | 6 | 48 | 48 | 2 | 93 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 25 | 3130 | 96 | 94 | 1446 | 24 | 79 | 6 | 48 | 48 | 2 | 93 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 25 | 3130 | 96 | 94 | 1446 | 24 | 79 | 6 | 48 | 48 | 2 | 93 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 25 | 3130 | 96 | 94 | 1446 | 24 | 79 | 6 | 48 | 48 | 2 | 93 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 25 | 3130 | 96 | 94 | 1446 | 24 | 79 | 6 | 48 | 48 | 2 | 93 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.91 | 0.09 | 1.00 | 3.00 | 1.00 | 1.00 | 0.11 | 0.89 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 4948 | 152 | 1700 | 5100 | 1700 | 1700 | 189 | 1511 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.63 | 0.63 | 0.06 | 0.28 | 0.01 | 0.05 | 0.03 | 0.03 | 0.03 | 0.00 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 115 | 82 | 279 | 29 | 58 | 15 | 7 | 1007 | 139 | 102 | 599 | 95 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 115 | 82 | 279 | 29 | 58 | 15 | 7 | 1007 | 139 | 102 | 599 | 95 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 115 | 82 | 279 | 29 | 58 | 15 | 7 | 1007 | 139 | 102 | 599 | 95 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 115 | 82 | 279 | 29 | 58 | 15 | 7 | 1007 | 139 | 102 | 599 | 95 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 115 | 82 | 279 | 29 | 58 | 15 | 7 | 1007 | 139 | 102 | 599 | 95 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.23 | 0.77 | 1.00 | 1.00 | 1.00 | 1.00 | 1.76 | 0.24 | 1.00 | 1.73 | 0.27 |
| Final Sat.: | 1700 | 386 | 1314 | 1700 | 1700 | 1700 | 1700 | 2988 | 412 | 1700 | 2935 | 465 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.21 | 0.21 | 0.02 | 0.03 | 0.01 | 0.00 | 0.34 | 0.34 | 0.06 | 0.20 | 0.20 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 4.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 23 | 293 | 1 | 72 | 274 | 100 | 144 | 35 | 84 | 1 | 22 | 70 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 23 | 293 | 1 | 72 | 274 | 100 | 144 | 35 | 84 | 1 | 22 | 70 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 23 | 293 | 1 | 72 | 274 | 100 | 144 | 35 | 84 | 1 | 22 | 70 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 23 | 293 | 1 | 72 | 274 | 100 | 144 | 35 | 84 | 1 | 22 | 70 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 23 | 293 | 1 | 72 | 274 | 100 | 144 | 35 | 84 | 1 | 22 | 70 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|---|----|-----|-----|-----|----|----|---|----|----|
| AutoPCE: | 23 | 293 | 1 | 72 | 274 | 100 | 144 | 35 | 84 | 1 | 22 | 70 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 23 | 293 | 1 | 72 | 274 | 100 | 144 | 35 | 84 | 1 | 22 | 70 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 251 | 46 | 347 | 460 |
| MaxVolume: | 1064 | 1175 | 1013 | 952 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1064 | 1175 | 1013 | 952 |
| ApproachVol: | 317 | 446 | 263 | 93 |
| ApproachV/C: | 0.30 | 0.38 | 0.26 | 0.10 |
| ApproachDel: | 4.8 | 4.9 | 4.8 | 4.2 |
| ApproachLOS: | A | A | A | A |
| Queue: | 1.3 | 1.8 | 1.0 | 0.3 |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.669
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 3 | 2 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 260 | 223 | 60 | 61 | 137 | 280 | 127 | 1090 | 255 | 87 | 1581 | 148 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 260 | 223 | 60 | 61 | 137 | 280 | 127 | 1090 | 255 | 87 | 1581 | 148 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 260 | 223 | 60 | 61 | 137 | 0 | 127 | 1090 | 255 | 87 | 1581 | 148 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 260 | 223 | 60 | 61 | 137 | 0 | 127 | 1090 | 255 | 87 | 1581 | 148 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 260 | 223 | 60 | 61 | 137 | 0 | 127 | 1090 | 255 | 87 | 1581 | 148 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.58 | 0.42 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 2679 | 721 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.08 | 0.08 | 0.04 | 0.04 | 0.00 | 0.04 | 0.21 | 0.15 | 0.03 | 0.47 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 169 | 167 | 12 | 35 | 167 | 523 | 621 | 385 | 199 | 13 | 410 | 44 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 169 | 167 | 12 | 35 | 167 | 523 | 621 | 385 | 199 | 13 | 410 | 44 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 169 | 167 | 12 | 35 | 167 | 523 | 621 | 385 | 199 | 13 | 410 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 169 | 167 | 12 | 35 | 167 | 523 | 621 | 385 | 199 | 13 | 410 | 44 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 169 | 167 | 12 | 35 | 167 | 523 | 621 | 385 | 199 | 13 | 410 | 44 |
| OvlAdjVol: | 212 | | | | | | | | | | | |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.93 | 0.07 | 1.00 | 1.00 | 1.00 | 2.00 | 1.32 | 0.68 | 1.00 | 1.81 | 0.19 |
| Final Sat.: | 1700 | 1586 | 114 | 1700 | 1700 | 1700 | 3400 | 2241 | 1159 | 1700 | 3070 | 330 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.11 | 0.11 | 0.02 | 0.10 | 0.31 | 0.18 | 0.17 | 0.17 | 0.01 | 0.13 | 0.13 |
| OvlAdjV/S: | 0.12 | | | | | | | | | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.541 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 26 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 325 | 22 | 75 | 25 | 62 | 109 | 24 | 941 | 261 | 31 | 485 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 325 | 22 | 75 | 25 | 62 | 109 | 24 | 941 | 261 | 31 | 485 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 325 | 22 | 75 | 25 | 62 | 109 | 24 | 941 | 261 | 31 | 485 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 325 | 22 | 75 | 25 | 62 | 109 | 24 | 941 | 261 | 31 | 485 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 325 | 22 | 75 | 25 | 62 | 109 | 24 | 941 | 261 | 31 | 485 | 5 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.23 | 0.77 | 1.00 | 0.36 | 0.64 | 1.00 | 2.00 | 1.00 | 1.00 | 1.98 | 0.02 |
| Final Sat.: | 3400 | 386 | 1314 | 1700 | 616 | 1084 | 1700 | 3400 | 1700 | 1700 | 3365 | 35 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.10 | 0.06 | 0.06 | 0.01 | 0.10 | 0.10 | 0.01 | 0.28 | 0.15 | 0.02 | 0.14 | 0.14 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.556
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 26 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 61 | 86 | 86 | 173 | 102 | 118 | 126 | 1074 | 68 | 163 | 1664 | 287 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 61 | 86 | 86 | 173 | 102 | 118 | 126 | 1074 | 68 | 163 | 1664 | 287 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 61 | 86 | 86 | 173 | 102 | 118 | 126 | 1074 | 68 | 163 | 1664 | 287 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 61 | 86 | 86 | 173 | 102 | 118 | 126 | 1074 | 68 | 163 | 1664 | 287 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 61 | 86 | 86 | 173 | 102 | 118 | 126 | 1074 | 68 | 163 | 1664 | 287 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.05 | 0.05 | 0.05 | 0.06 | 0.07 | 0.07 | 0.21 | 0.04 | 0.10 | 0.33 | 0.17 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C[18.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume and growth factors across four approaches.

Critical Gap Module: Table with 12 columns for critical gap and follow-up time.

Capacity Module: Table with 12 columns for conflict volume, potential capacity, and volume/capacity.

Level of Service Module: Table with 12 columns for LOS metrics like 2Way95thQ, Control Del, and Shared LOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 2.6 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 456 | 87 | 18 | 375 | 24 | 38 | 92 | 33 | 69 | 40 | 44 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 456 | 87 | 18 | 375 | 24 | 38 | 92 | 33 | 69 | 40 | 44 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 456 | 87 | 18 | 375 | 24 | 38 | 92 | 33 | 69 | 40 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 456 | 87 | 18 | 375 | 24 | 38 | 92 | 33 | 69 | 40 | 44 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 456 | 87 | 18 | 375 | 24 | 38 | 92 | 33 | 69 | 40 | 44 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|----|----|-----|----|----|----|----|----|----|----|
| AutoPCE: | 1 | 456 | 87 | 18 | 375 | 24 | 38 | 92 | 33 | 69 | 40 | 44 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 456 | 87 | 18 | 375 | 24 | 38 | 92 | 33 | 69 | 40 | 44 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 148 | 110 | 462 | 495 |
| MaxVolume: | 2317 | 2345 | 951 | 933 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2317 | 2345 | 951 | 933 |
| ApproachVol: | 544 | 417 | 163 | 153 |
| ApproachV/C: | 0.23 | 0.18 | 0.17 | 0.16 |
| ApproachDel: | 2.0 | 1.9 | 4.6 | 4.6 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.9 | 0.6 | 0.6 | 0.6 |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C [16.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustment factors for each approach.

Critical Gap Module table with 12 columns showing critical gap and follow-up time values.

Capacity Module table with 12 columns showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns showing delay, LOS by movement, and shared queue/LOS values.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.2 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 145 | 1 | 0 | 121 | 2 | 3 | 329 | 1 | 2 | 245 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 145 | 1 | 0 | 121 | 2 | 3 | 329 | 1 | 2 | 245 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 145 | 1 | 0 | 121 | 2 | 3 | 329 | 1 | 2 | 245 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 145 | 1 | 0 | 121 | 2 | 3 | 329 | 1 | 2 | 245 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 145 | 1 | 0 | 121 | 2 | 3 | 329 | 1 | 2 | 245 | 0 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|---|---|-----|---|---|-----|---|---|-----|---|
| AutoPCE: | 1 | 145 | 1 | 0 | 121 | 2 | 3 | 329 | 1 | 2 | 245 | 0 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 145 | 1 | 0 | 121 | 2 | 3 | 329 | 1 | 2 | 245 | 0 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 332 | 248 | 123 | 149 |
| MaxVolume: | 1021 | 1066 | 1134 | 1120 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1021 | 1066 | 1134 | 1120 |
| ApproachVol: | 147 | 123 | 333 | 247 |
| ApproachV/C: | 0.14 | 0.12 | 0.29 | 0.22 |
| ApproachDel: | 4.1 | 3.8 | 4.5 | 4.1 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.5 | 0.4 | 1.2 | 0.8 |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity metrics and 2 rows for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: A[9.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustments for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns showing critical gap and follow-up time values.

Capacity Module table with 12 columns showing conflict volume, potent capacity, move capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 3.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 63 | 23 | 269 | 0 | 0 | 156 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 63 | 23 | 269 | 0 | 0 | 156 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 63 | 23 | 269 | 0 | 0 | 156 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 63 | 23 | 269 | 0 | 0 | 156 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 63 | 23 | 269 | 0 | 0 | 156 | 0 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|---|---|----|----|-----|---|---|-----|---|
| AutoPCE: | 0 | 0 | 0 | 0 | 0 | 63 | 23 | 269 | 0 | 0 | 156 | 0 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 0 | 0 | 63 | 23 | 269 | 0 | 0 | 156 | 0 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 292 | 156 | 0 | 23 |
| MaxVolume: | xxxxxx | 1116 | 1200 | 1188 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1116 | 1200 | 1188 |
| ApproachVol: | xxxxxx | 63 | 292 | 156 |
| ApproachV/C: | 1.00 | 0.06 | 0.24 | 0.13 |
| ApproachDel: | xxxxxx | 3.4 | 4.0 | 3.5 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.2 | 1.0 | 0.5 |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.604
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 106 | 47 | 158 | 67 | 40 | 45 | 45 | 1250 | 87 | 191 | 2017 | 109 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 106 | 47 | 158 | 67 | 40 | 45 | 45 | 1250 | 87 | 191 | 2017 | 109 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 106 | 47 | 158 | 67 | 40 | 45 | 45 | 1250 | 87 | 191 | 2017 | 109 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 106 | 47 | 158 | 67 | 40 | 45 | 45 | 1250 | 87 | 191 | 2017 | 109 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 106 | 47 | 158 | 67 | 40 | 45 | 45 | 1250 | 87 | 191 | 2017 | 109 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.03 | 0.09 | 0.04 | 0.02 | 0.03 | 0.03 | 0.25 | 0.05 | 0.11 | 0.40 | 0.06 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.861
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 69 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 72 | 0 | 39 | 77 | 1629 | 0 | 0 | 2459 | 183 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 72 | 0 | 39 | 77 | 1629 | 0 | 0 | 2459 | 183 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 72 | 0 | 39 | 77 | 1629 | 0 | 0 | 2459 | 183 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 72 | 0 | 39 | 77 | 1629 | 0 | 0 | 2459 | 183 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 72 | 0 | 39 | 77 | 1629 | 0 | 0 | 2459 | 183 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.02 | 0.05 | 0.48 | 0.00 | 0.00 | 0.72 | 0.11 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |

Clearance Interval

0.05

TOTAL CAPACITY UTILIZATION 0.05

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.05 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.05 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.05 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 577 | 52 | 133 | 146 | 60 | 21 | 99 | 990 | 281 | 300 | 456 | 34 | Volume |
| 0.17 | 0.03 | 0.00 | 0.09 | 0.04 | 0.01 | 0.06 | 0.29 | 0.17 | 0.09 | 0.13 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.17 | | V/C | 0.04 | | V/C | 0.29 | | V/C | 0.09 | | 0.584 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.04 | | RTOG | 0.29 | | RTOG | 0.32 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.25 | | RTOR | 0.17 | | RTOR | 0.17 | | |
| RTC | 0.19 | | RTC | 0.22 | | RTC | 0.42 | | RTC | 0.45 | | |
| Addl ICU | -0.19 | | Addl ICU | -0.21 | | Addl ICU | -0.25 | | Addl ICU | -0.43 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 0 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 4275 | 825 | 3400 | 3400 | 1700 | Total Saturation |
| 330 | 578 | 411 | 163 | 320 | 84 | 63 | 1322 | 255 | 298 | 1494 | 253 | Volume |
| 0.10 | 0.11 | 0.00 | 0.05 | 0.06 | 0.05 | 0.02 | 0.31 | 0.31 | 0.09 | 0.44 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.11 | V/C | | 0.05 | V/C | | 0.02 | V/C | | 0.44 | 0.619 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.06 | RTOG | | 0.37 | RTOG | | 0.44 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.02 | RTOR | | 0.10 | RTOR | | 0.05 | |
| RTC | | 0.22 | RTC | | 0.08 | RTC | | 0.44 | RTC | | 0.48 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.03 | Addl ICU | | -0.13 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.67 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3600 | 1500 | 3400 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 1700 | 1700 | Total Saturation |
| 309 | 1015 | 423 | 65 | 617 | 198 | 182 | 237 | 207 | 216 | 204 | 80 | Volume |
| 0.09 | 0.28 | 0.28 | 0.02 | 0.12 | 0.12 | 0.11 | 0.07 | 0.12 | 0.06 | 0.12 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.28 | | V/C | 0.02 | | V/C | 0.11 | | V/C | 0.12 | | 0.528 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.28 | | RTOG | 0.21 | | RTOG | 0.16 | | RTOG | 0.12 | | |
| RTOR | 0.16 | | RTOR | 0.11 | | RTOR | 0.18 | | RTOR | 0.02 | | |
| RTC | 0.40 | | RTC | 0.29 | | RTC | 0.30 | | RTC | 0.13 | | |
| Addl ICU | -0.12 | | Addl ICU | -0.17 | | Addl ICU | -0.18 | | Addl ICU | -0.09 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 225 | 1767 | 490 | 77 | 887 | 114 | 287 | 553 | 157 | 213 | 454 | 176 | Volume |
| 0.07 | 0.35 | 0.29 | 0.02 | 0.17 | 0.07 | 0.08 | 0.16 | 0.09 | 0.06 | 0.13 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.35 | | V/C | 0.02 | | V/C | 0.16 | | V/C | 0.06 | | 0.594 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.35 | | RTOG | 0.30 | | RTOG | 0.16 | | RTOG | 0.14 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.09 | | RTOR | 0.20 | | RTOR | 0.02 | | |
| RTC | 0.39 | | RTC | 0.37 | | RTC | 0.31 | | RTC | 0.16 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.30 | | Addl ICU | -0.22 | | Addl ICU | -0.05 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.64 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 503 | 0 | 354 | 0 | 0 | 0 | 0 | 748 | 160 | 208 | 587 | 0 | Volume |
| 0.15 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.06 | 0.17 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.15 | | V/C | 0.00 | | V/C | 0.22 | | V/C | 0.06 | | 0.429 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.15 | | RTOG | -0.15 | | RTOG | 0.22 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.11 | | RTOR | 0.15 | | RTOR | 0.15 | | |
| RTC | 0.19 | | RTC | -0.07 | | RTC | 0.33 | | RTC | 0.39 | | |
| Addl ICU | -0.09 | | Addl ICU | 0.07 | | Addl ICU | -0.33 | | Addl ICU | -0.39 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.48 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 39 | 710 | 466 | 84 | 395 | 131 | 132 | 1009 | 147 | 376 | 1400 | 394 | Volume |
| 0.01 | 0.14 | 0.14 | 0.02 | 0.12 | 0.08 | 0.04 | 0.15 | 0.09 | 0.11 | 0.27 | 0.23 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.14 | V/C | | 0.02 | V/C | | 0.04 | V/C | | 0.27 | 0.477 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.14 | RTOG | | 0.15 | RTOG | | 0.20 | RTOG | | 0.27 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.04 | RTOR | | 0.05 | RTOR | | 0.02 | |
| RTC | | 0.26 | RTC | | 0.18 | RTC | | 0.24 | RTC | | 0.29 | |
| Addl ICU | | -0.13 | Addl ICU | | -0.10 | Addl ICU | | -0.15 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.53 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 548 | 2010 | 476 | 258 | 794 | 57 | 109 | 390 | 247 | 411 | 243 | 264 | Volume |
| 0.16 | 0.39 | 0.00 | 0.08 | 0.16 | 0.03 | 0.03 | 0.08 | 0.00 | 0.12 | 0.05 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.39 | V/C | | 0.08 | V/C | | 0.08 | V/C | | 0.12 | 0.667 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.39 | RTOG | | 0.31 | RTOG | | 0.08 | RTOG | | 0.17 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.15 | RTOR | | 0.31 | RTOR | | 0.08 | |
| RTC | | 0.48 | RTC | | 0.42 | RTC | | 0.31 | RTC | | 0.22 | |
| Addl ICU | | -0.48 | Addl ICU | | -0.39 | Addl ICU | | -0.31 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.72 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 1 | 4 | 1 | 1.5 | 0.5 | 2 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 1700 | 6800 | 1700 | 3329 | 71 | 3400 | 1700 | 1133 | 567 | Total Saturation |
| 859 | 2769 | 59 | 11 | 1421 | 272 | 514 | 11 | 383 | 7 | 8 | 4 | Volume |
| 0.25 | 0.54 | 0.03 | 0.01 | 0.21 | 0.16 | 0.15 | 0.15 | 0.11 | 0.00 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.54 | V/C | | 0.01 | V/C | | 0.15 | V/C | | 0.01 | 0.711 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.54 | RTOG | | 0.30 | RTOG | | 0.16 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.15 | RTOR | | 0.34 | RTOR | | 0.01 | |
| RTC | | 0.55 | RTC | | 0.41 | RTC | | 0.41 | RTC | | 0.01 | |
| Addl ICU | | -0.51 | Addl ICU | | -0.25 | Addl ICU | | -0.30 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.76 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #304 Sand Canyon Ave (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 1700 | 3400 | 5100 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | Total Saturation |
| 0 | 3419 | 445 | 173 | 1636 | 0 | 0 | 0 | 0 | 319 | 0 | 260 | Volume |
| 0.00 | 0.67 | 0.26 | 0.05 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.67 | V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.09 | 0.815 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.67 | RTOG | | 0.72 | RTOG | | -0.09 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.40 | RTOR | | 0.05 | |
| RTC | | 0.74 | RTC | | 0.79 | RTC | | 0.21 | RTC | | 0.13 | |
| Addl ICU | | -0.48 | Addl ICU | | -0.79 | Addl ICU | | -0.21 | Addl ICU | | 0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.02 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.89 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 3337 | 370 | 640 | 1354 | 0 | 506 | 0 | 282 | 0 | 0 | 0 | Volume |
| 0.00 | 0.49 | 0.22 | 0.19 | 0.20 | 0.00 | 0.12 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.49 | V/C | | 0.19 | V/C | | 0.12 | V/C | | 0.00 | 0.798 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.49 | RTOG | | 0.68 | RTOG | | 0.12 | RTOG | | -0.12 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.12 | RTOR | | 0.48 | RTOR | | 0.19 | |
| RTC | | 0.58 | RTC | | 0.77 | RTC | | 0.48 | RTC | | 0.02 | |
| Addl ICU | | -0.36 | Addl ICU | | -0.77 | Addl ICU | | -0.37 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.85 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4948 | 152 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 25 | 3130 | 96 | 94 | 1446 | 24 | 79 | 6 | 48 | 48 | 2 | 93 | Volume |
| 0.01 | 0.63 | 0.63 | 0.06 | 0.28 | 0.01 | 0.05 | 0.00 | 0.03 | 0.03 | 0.00 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.63 | V/C | | 0.06 | V/C | | 0.05 | V/C | | 0.00 | 0.735 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.63 | RTOG | | 0.67 | RTOG | | 0.02 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.05 | RTOR | | 0.40 | RTOR | | 0.06 | |
| RTC | | 0.67 | RTC | | 0.71 | RTC | | 0.32 | RTC | | 0.04 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.69 | Addl ICU | | -0.29 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.80 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 2550 | 2550 | Total Saturation |
| 165 | 1665 | 129 | 485 | 949 | 137 | 230 | 170 | 64 | 173 | 60 | 1330 | Volume |
| 0.10 | 0.33 | 0.08 | 0.14 | 0.19 | 0.08 | 0.07 | 0.10 | 0.04 | 0.05 | 0.02 | 0.52 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.33 | V/C | | 0.14 | V/C | | 0.10 | V/C | | 0.05 | 0.620 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.33 | RTOG | | 0.37 | RTOG | | 0.10 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.13 | RTOR | | 0.28 | RTOR | | 0.14 | |
| RTC | | 0.36 | RTC | | 0.47 | RTC | | 0.31 | RTC | | 0.19 | |
| Addl ICU | | -0.29 | Addl ICU | | -0.39 | Addl ICU | | -0.27 | Addl ICU | | 0.33 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.33 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 1.00 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 106 | 0 | 223 | 0 | 1402 | 171 | 216 | 1923 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.07 | 0.00 | 0.21 | 0.10 | 0.13 | 0.38 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.38 | 0.439 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.06 | RTOG | | 0.06 | RTOG | | 0.25 | RTOG | | 0.38 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.06 | |
| RTC | | 0.07 | RTC | | 0.06 | RTC | | 0.30 | RTC | | 0.42 | |
| Addl ICU | | -0.07 | Addl ICU | | 0.00 | Addl ICU | | -0.20 | Addl ICU | | -0.42 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.49 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4726 | 374 | Total Saturation |
| 223 | 0 | 434 | 0 | 0 | 0 | 0 | 1305 | 299 | 0 | 1960 | 155 | Volume |
| 0.13 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.38 | 0.00 | 0.00 | 0.41 | 0.41 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.13 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.41 | | 0.546 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.13 | | RTOG | -0.13 | | RTOG | 0.41 | | RTOG | 0.41 | | Right Turn Adjustment |
| RTOR | 0.03 | | RTOR | 0.00 | | RTOR | 0.13 | | RTOR | 0.13 | | |
| RTC | 0.15 | | RTC | -0.13 | | RTC | 0.51 | | RTC | 0.51 | | |
| Addl ICU | 0.10 | | Addl ICU | 0.13 | | Addl ICU | -0.51 | | Addl ICU | -0.10 | | |
| | 0.10 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 657 | 1190 | 182 | 175 | 511 | 663 | 636 | 836 | 271 | 128 | 1490 | 286 | Volume |
| 0.19 | 0.23 | 0.00 | 0.05 | 0.10 | 0.00 | 0.19 | 0.16 | 0.16 | 0.04 | 0.29 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.23 | V/C | | 0.05 | V/C | | 0.19 | V/C | | 0.29 | 0.764 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.09 | RTOG | | 0.44 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.32 | RTOR | | 0.19 | RTOR | | 0.18 | RTOR | | 0.05 | |
| RTC | | 0.47 | RTC | | 0.23 | RTC | | 0.58 | RTC | | 0.33 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.23 | Addl ICU | | -0.42 | Addl ICU | | -0.16 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.81 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5054 | 46 | 1700 | 337 | 1363 | 1700 | 1700 | 1700 | Total Saturation |
| 32 | 2087 | 293 | 28 | 997 | 9 | 11 | 20 | 81 | 99 | 10 | 56 | Volume |
| 0.02 | 0.41 | 0.00 | 0.02 | 0.20 | 0.20 | 0.01 | 0.06 | 0.06 | 0.06 | 0.01 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.02 | V/C | | 0.06 | V/C | | 0.06 | 0.543 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.41 | RTOG | | 0.06 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.11 | RTOR | | 0.23 | RTOR | | 0.02 | |
| RTC | | 0.45 | RTC | | 0.49 | RTC | | 0.23 | RTC | | 0.12 | |
| Addl ICU | | -0.45 | Addl ICU | | -0.29 | Addl ICU | | -0.17 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.59 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5071 | 29 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 20 | 1958 | 325 | 74 | 1415 | 8 | 47 | 24 | 127 | 244 | 12 | 118 | Volume |
| 0.01 | 0.38 | 0.00 | 0.02 | 0.28 | 0.28 | 0.03 | 0.01 | 0.00 | 0.07 | 0.01 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.38 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.07 | 0.492 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.38 | RTOG | | 0.39 | RTOG | | 0.01 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.08 | RTOR | | 0.13 | RTOR | | 0.02 | |
| RTC | | 0.44 | RTC | | 0.45 | RTC | | 0.11 | RTC | | 0.07 | |
| Addl ICU | | -0.44 | Addl ICU | | -0.17 | Addl ICU | | -0.11 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.54 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2532 | 868 | Total Saturation |
| 25 | 1205 | 497 | 106 | 1078 | 470 | 934 | 531 | 8 | 188 | 283 | 97 | Volume |
| 0.01 | 0.24 | 0.00 | 0.03 | 0.21 | 0.00 | 0.27 | 0.16 | 0.00 | 0.06 | 0.11 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.24 | V/C | | 0.03 | V/C | | 0.27 | V/C | | 0.11 | 0.654 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.25 | RTOG | | 0.33 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.23 | RTOR | | 0.27 | RTOR | | 0.06 | RTOR | | 0.03 | |
| RTC | | 0.41 | RTC | | 0.46 | RTC | | 0.37 | RTC | | 0.14 | |
| Addl ICU | | -0.41 | Addl ICU | | -0.46 | Addl ICU | | -0.37 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 2550 | 0 | 2550 | Total Saturation |
| 0 | 2940 | 1280 | 0 | 1173 | 0 | 0 | 0 | 0 | 125 | 0 | 265 | Volume |
| 0.00 | 0.58 | 0.00 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.58 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.05 | 0.625 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.58 | RTOG | | 0.58 | RTOG | | -0.05 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.35 | RTOR | | 0.00 | |
| RTC | | 0.61 | RTC | | 0.61 | RTC | | 0.21 | RTC | | 0.05 | |
| Addl ICU | | -0.61 | Addl ICU | | -0.61 | Addl ICU | | -0.21 | Addl ICU | | 0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.05 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.73 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 2005 | 0 | 0 | 797 | 616 | 2330 | 0 | 326 | 0 | 0 | 0 | Volume |
| 0.00 | 0.39 | 0.00 | 0.00 | 0.16 | 0.00 | 0.46 | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.39 | V/C | | 0.00 | V/C | | 0.46 | V/C | | 0.00 | 0.850 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.39 | RTOG | | 0.39 | RTOG | | 0.46 | RTOG | | -0.46 | Right Turn Adjustment |
| RTOR | | 0.46 | RTOR | | 0.46 | RTOR | | 0.24 | RTOR | | 0.00 | |
| RTC | | 0.74 | RTC | | 0.74 | RTC | | 0.63 | RTC | | -0.46 | |
| Addl ICU | | -0.74 | Addl ICU | | -0.74 | Addl ICU | | -0.44 | Addl ICU | | 0.46 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.90 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 386 | 1314 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 115 | 82 | 279 | 29 | 58 | 15 | 7 | 1007 | 139 | 102 | 599 | 95 | Volume |
| 0.07 | 0.21 | 0.21 | 0.02 | 0.03 | 0.01 | 0.00 | 0.30 | 0.08 | 0.06 | 0.18 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.21 | | V/C | 0.03 | | V/C | 0.30 | | V/C | 0.06 | | 0.603 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.21 | | RTOG | 0.03 | | RTOG | 0.30 | | RTOG | 0.35 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.18 | | RTOR | 0.20 | | RTOR | -0.11 | | |
| RTC | 0.26 | | RTC | 0.17 | | RTC | 0.44 | | RTC | 0.27 | | |
| Addl ICU | -0.05 | | Addl ICU | -0.16 | | Addl ICU | -0.36 | | Addl ICU | -0.21 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.65 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 500 | 1200 | 850 | 407 | 1293 | Total Saturation |
| 23 | 293 | 1 | 72 | 274 | 100 | 144 | 35 | 84 | 1 | 22 | 70 | Volume |
| 0.03 | 0.17 | 0.00 | 0.08 | 0.16 | 0.12 | 0.17 | 0.07 | 0.07 | 0.00 | 0.05 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.17 | V/C | | 0.08 | V/C | | 0.17 | V/C | | 0.05 | 0.481 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.17 | RTOG | | 0.23 | RTOG | | 0.22 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.17 | RTOR | | 0.10 | RTOR | | 0.08 | |
| RTC | | 0.29 | RTC | | 0.36 | RTC | | 0.29 | RTC | | 0.12 | |
| Addl ICU | | -0.29 | Addl ICU | | -0.24 | Addl ICU | | -0.22 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.53 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 260 | 223 | 60 | 61 | 137 | 280 | 127 | 1090 | 255 | 87 | 1581 | 148 | Volume |
| 0.08 | 0.07 | 0.04 | 0.04 | 0.04 | 0.00 | 0.04 | 0.21 | 0.15 | 0.03 | 0.47 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.08 | | V/C | 0.04 | | V/C | 0.04 | | V/C | 0.47 | | 0.619 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.08 | | RTOG | 0.04 | | RTOG | 0.48 | | RTOG | 0.47 | | Right Turn Adjustment |
| RTOR | 0.29 | | RTOR | 0.04 | | RTOR | 0.08 | | RTOR | 0.05 | | |
| RTC | 0.30 | | RTC | 0.07 | | RTC | 0.53 | | RTC | 0.50 | | |
| Addl ICU | -0.26 | | Addl ICU | -0.07 | | Addl ICU | -0.38 | | Addl ICU | -0.42 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1586 | 114 | 1700 | 1700 | 1700 | 3400 | 2241 | 1159 | 1700 | 3070 | 330 | Total Saturation |
| 169 | 167 | 12 | 35 | 167 | 523 | 621 | 385 | 199 | 13 | 410 | 44 | Volume |
| 0.10 | 0.11 | 0.11 | 0.02 | 0.10 | 0.31 | 0.18 | 0.17 | 0.17 | 0.01 | 0.13 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.10 | V/C | | 0.10 | V/C | | 0.18 | V/C | | 0.13 | 0.514 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.10 | RTOG | | 0.31 | RTOG | | 0.13 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.18 | RTOR | | 0.10 | RTOR | | 0.09 | |
| RTC | | 0.29 | RTC | | 0.24 | RTC | | 0.38 | RTC | | 0.20 | |
| Addl ICU | | -0.18 | Addl ICU | | 0.07 | Addl ICU | | -0.21 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.07 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1700 | 1700 | Total Saturation |
| 0 | 0 | 0 | 208 | 0 | 173 | 239 | 348 | 0 | 0 | 301 | 245 | Volume |
| 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.10 | 0.14 | 0.20 | 0.00 | 0.00 | 0.18 | 0.14 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.14 | V/C | | 0.18 | 0.440 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.12 | RTOG | | 0.12 | RTOG | | 0.32 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.14 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | -0.04 | RTC | | 0.23 | RTC | | 0.41 | RTC | | 0.27 | |
| Addl ICU | | 0.04 | Addl ICU | | -0.13 | Addl ICU | | -0.41 | Addl ICU | | -0.12 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.49 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.05 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 386 | 1314 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 325 | 22 | 75 | 25 | 62 | 109 | 24 | 941 | 261 | 31 | 485 | 5 | Volume |
| 0.10 | 0.06 | 0.06 | 0.01 | 0.04 | 0.06 | 0.01 | 0.28 | 0.15 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.10 | | V/C | 0.04 | | V/C | 0.28 | | V/C | 0.02 | | 0.427 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.04 | | RTOG | 0.28 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.02 | | RTOR | 0.15 | | RTOR | 0.10 | | RTOR | 0.08 | | |
| RTC | 0.13 | | RTC | 0.15 | | RTC | 0.35 | | RTC | 0.34 | | |
| Addl ICU | -0.07 | | Addl ICU | -0.09 | | Addl ICU | -0.19 | | Addl ICU | -0.33 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.48 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 61 | 86 | 86 | 173 | 102 | 118 | 126 | 1074 | 68 | 163 | 1664 | 287 | Volume |
| 0.04 | 0.05 | 0.05 | 0.05 | 0.06 | 0.07 | 0.07 | 0.21 | 0.04 | 0.10 | 0.33 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.05 | | V/C | 0.07 | | V/C | 0.33 | | 0.502 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.05 | | RTOG | 0.07 | | RTOG | 0.30 | | RTOG | 0.33 | | Right Turn Adjustment |
| RTOR | 0.19 | | RTOR | 0.07 | | RTOR | 0.04 | | RTOR | 0.05 | | |
| RTC | 0.19 | | RTC | 0.12 | | RTC | 0.34 | | RTC | 0.36 | | |
| Addl ICU | -0.14 | | Addl ICU | -0.05 | | Addl ICU | -0.30 | | Addl ICU | -0.20 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.55 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2384 | 1016 | 1700 | 3139 | 261 | 1700 | 390 | 1310 | 1700 | 1473 | 227 | Total Saturation |
| 44 | 324 | 138 | 4 | 313 | 26 | 9 | 11 | 37 | 58 | 13 | 2 | Volume |
| 0.03 | 0.14 | 0.14 | 0.00 | 0.10 | 0.10 | 0.01 | 0.03 | 0.03 | 0.03 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.10 | V/C | | 0.03 | V/C | | 0.03 | 0.188 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.10 | RTOG | | 0.03 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.05 | RTOR | | 0.03 | RTOR | | -0.01 | |
| RTC | | 0.15 | RTC | | 0.14 | RTC | | 0.05 | RTC | | 0.05 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.04 | Addl ICU | | -0.02 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.24 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1251 | 449 | 850 | 810 | 890 | Total Saturation |
| 1 | 456 | 87 | 18 | 375 | 24 | 38 | 92 | 33 | 69 | 40 | 44 | Volume |
| 0.00 | 0.27 | 0.10 | 0.02 | 0.22 | 0.03 | 0.04 | 0.07 | 0.07 | 0.08 | 0.05 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.27 | V/C | | 0.02 | V/C | | 0.07 | V/C | | 0.08 | 0.444 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.29 | RTOG | | 0.07 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.11 | RTOR | | 0.07 | RTOR | | 0.02 | |
| RTC | | 0.33 | RTC | | 0.37 | RTC | | 0.13 | RTC | | 0.13 | |
| Addl ICU | | -0.23 | Addl ICU | | -0.34 | Addl ICU | | -0.05 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.49 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1360 | 340 | 0 | 1700 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 | Total Saturation |
| 0 | 332 | 83 | 0 | 348 | 0 | 0 | 0 | 0 | 87 | 0 | 1 | Volume |
| 0.00 | 0.24 | 0.24 | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.20 | V/C | | 0.00 | V/C | | 0.05 | 0.256 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.20 | RTOG | | -0.05 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.00 | RTOR | | -0.04 | |
| RTC | | 0.24 | RTC | | 0.24 | RTC | | -0.05 | RTC | | 0.02 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.24 | Addl ICU | | 0.05 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.31 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1688 | 12 | 0 | 1672 | 28 | 850 | 1695 | 5 | 850 | 1700 | 0 | Total Saturation |
| 1 | 145 | 1 | 0 | 121 | 2 | 3 | 329 | 1 | 2 | 245 | 0 | Volume |
| 0.00 | 0.09 | 0.09 | 0.00 | 0.07 | 0.07 | 0.00 | 0.19 | 0.19 | 0.00 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.09 | V/C | | 0.00 | V/C | | 0.19 | V/C | | 0.00 | 0.282 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.08 | RTOG | | 0.19 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.09 | RTC | | 0.12 | RTC | | 0.20 | RTC | | 0.19 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.05 | Addl ICU | | -0.01 | Addl ICU | | -0.19 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.33 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 102 | 0 | 107 | 0 | 0 | 0 | 0 | 1070 | 77 | 132 | 1793 | 0 | Volume |
| 0.06 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.05 | 0.08 | 0.53 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.53 | 0.587 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.06 | RTOG | | -0.06 | RTOG | | 0.45 | RTOG | | 0.53 | Right Turn Adjustment |
| RTOR | | 0.32 | RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.06 | |
| RTC | | 0.30 | RTC | | -0.06 | RTC | | 0.49 | RTC | | 0.57 | |
| Addl ICU | | -0.24 | Addl ICU | | 0.06 | Addl ICU | | -0.45 | Addl ICU | | -0.57 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.64 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 81 | 0 | 0 | 77 | 15 | 20 | 0 | 3 | 0 | 0 | 0 | Volume |
| 0.00 | 0.05 | 0.00 | 0.00 | 0.05 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.00 | 0.059 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.05 | RTOG | | 0.01 | RTOG | | -0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.06 | RTC | | 0.06 | RTC | | 0.01 | RTC | | -0.01 | |
| Addl ICU | | -0.06 | Addl ICU | | -0.05 | Addl ICU | | -0.01 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.11 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 850 | 134 | 1566 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 63 | 23 | 269 | 0 | 0 | 156 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.17 | 0.17 | 0.00 | 0.00 | 0.09 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.17 | V/C | | 0.09 | 0.264 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.26 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.17 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.07 | RTC | | 0.13 | RTC | | 0.26 | RTC | | 0.09 | |
| Addl ICU | | -0.07 | Addl ICU | | -0.05 | Addl ICU | | -0.26 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.31 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 106 | 47 | 158 | 67 | 40 | 45 | 45 | 1250 | 87 | 191 | 2017 | 109 | Volume |
| 0.06 | 0.03 | 0.09 | 0.04 | 0.02 | 0.03 | 0.03 | 0.25 | 0.05 | 0.11 | 0.40 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.06 | | V/C | 0.02 | | V/C | 0.03 | | V/C | 0.40 | | 0.508 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.05 | | RTOG | 0.02 | | RTOG | 0.31 | | RTOG | 0.40 | | Right Turn Adjustment |
| RTOR | 0.18 | | RTOR | 0.03 | | RTOR | 0.06 | | RTOR | 0.06 | | |
| RTC | 0.18 | | RTC | 0.04 | | RTC | 0.36 | | RTC | 0.44 | | |
| Addl ICU | -0.09 | | Addl ICU | -0.02 | | Addl ICU | -0.31 | | Addl ICU | -0.38 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.56 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 72 | 0 | 39 | 77 | 1629 | 0 | 0 | 2459 | 183 | Volume |
| 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.02 | 0.05 | 0.48 | 0.00 | 0.00 | 0.72 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.04 | V/C | | 0.05 | V/C | | 0.72 | 0.811 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.04 | RTOG | | 0.04 | RTOG | | 0.77 | RTOG | | 0.72 | Right Turn Adjustment |
| RTOR | | 0.29 | RTOR | | 0.05 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.17 | RTC | | 0.08 | RTC | | 0.80 | RTC | | 0.76 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.05 | Addl ICU | | -0.80 | Addl ICU | | -0.65 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.86 | | | | | | | | | | | | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2017 – NO PROJECT
2012 MODIFIED PROJECT OPTION 2
AM PEAK HOUR**

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Impact Analysis Report
 Level Of Service

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|----------------|-------------|----------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #282 Jeffrey Rd & Portola Pkwy | A | xxxxxx 0.583 | A | xxxxxx 0.583 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | B | xxxxxx 0.663 | B | xxxxxx 0.663 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | B | xxxxxx 0.672 | B | xxxxxx 0.672 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | B | xxxxxx 0.635 | B | xxxxxx 0.635 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx 0.371 | A | xxxxxx 0.371 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | A | xxxxxx 0.583 | A | xxxxxx 0.583 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | C | xxxxxx 0.711 | C | xxxxxx 0.711 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | B | 15.0 0.713 | B | 15.0 0.713 | + 0.000 D/V |
| #304 Sand Canyon Ave & Marine Wy | D | xxxxxx 0.824 | D | xxxxxx 0.824 | + 0.000 V/C |
| #305 Sand Canyon Ave & I-5 SB Ramps | C | 26.9 0.857 | C | 26.9 0.857 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxxx 1.155 | F | xxxxxx 1.155 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 15.5 0.434 | B | 15.5 0.434 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | A | 8.5 0.433 | A | 8.5 0.433 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | D | xxxxxx 0.890 | D | xxxxxx 0.890 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | B | xxxxxx 0.665 | B | xxxxxx 0.665 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | B | xxxxxx 0.685 | B | xxxxxx 0.685 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | A | xxxxxx 0.597 | A | xxxxxx 0.597 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | B | 14.7 0.830 | B | 14.7 0.830 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | B | 16.4 0.697 | B | 16.4 0.697 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | C | xxxxxx 0.798 | C | xxxxxx 0.798 | + 0.000 V/C |
| #556 Ridge Valley & Portola Pkwy | A | xxxxxx 0.523 | A | xxxxxx 0.523 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 5.5 0.521 | A | 5.5 0.521 | + 0.000 V/C |
| #558 "O" St & Irvine Blvd | A | xxxxxx 0.535 | A | xxxxxx 0.535 | + 0.000 V/C |

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-----------|-------------|-----------|--------------|
| | Del/ LOS | V/ Veh | Del/ LOS | V/ Veh | |
| #559 "O" St & Trabuco Rd | C xxxxxx | 0.719 | C xxxxxx | 0.719 | + 0.000 V/C |
| #560 "O" St & Marine Wy | A xxxxxx | 0.265 | A xxxxxx | 0.265 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | B xxxxxx | 0.613 | B xxxxxx | 0.613 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | A xxxxxx | 0.413 | A xxxxxx | 0.413 | + 0.000 V/C |
| #603 "O" St & "LN" St | B 14.0 | 0.294 | B 14.0 | 0.294 | + 0.000 D/V |
| #605 "O" St & "LQ" St | A 2.8 | 0.296 | A 2.8 | 0.296 | + 0.000 V/C |
| #608 "O" St & "LV" St | B 10.4 | 0.154 | B 10.4 | 0.154 | + 0.000 D/V |
| #626 "LY" St & "LQ" St | A 4.1 | 0.285 | A 4.1 | 0.285 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | A xxxxxx | 0.368 | A xxxxxx | 0.368 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A 9.2 | 0.012 | A 9.2 | 0.012 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A 3.5 | 0.153 | A 3.5 | 0.153 | + 0.000 V/C |
| #790 "Z" St & Irvine Blvd | A xxxxxx | 0.574 | A xxxxxx | 0.574 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | C xxxxxx | 0.792 | C xxxxxx | 0.792 | + 0.000 V/C |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 2

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| #603 "O" St & "LN" St | No / No | ??? / ??? |
| #608 "O" St & "LV" St | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|----|----|--------------|-----|----|------------|----|----|------------|----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |
| FinalVolume: | 10 | 67 | 30 | 2 | 382 | 14 | 11 | 19 | 63 | 164 | 10 | 3 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 11.1 | | | 14.0 | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=93]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=775]

FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.7]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=177]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=775]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|----------------------------------|--------------|----|----|--------------|-----|----|------------|----|----|------------|----|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 10 | 67 | 30 | 2 | 382 | 14 | 11 | 19 | 63 | 164 | 10 | 3 | | | |
| Major Street Volume: | 505 | | | | | | | | | | | | | | |
| Minor Approach Volume: | 177 | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 668 | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #608 "O" St & "LV" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|----|----|--------------|-----|---|------------|---|---|------------|-----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 72 | 30 | 1 | 112 | 0 | 0 | 0 | 0 | 0 | 122 | 0 | 0 | 1 | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 10.4 | | | | | | | | |

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=123]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=338]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #608 "O" St & "LV" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|----|----|--------------|-----|---|------------|---|---|------------|-----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 72 | 30 | 1 | 112 | 0 | 0 | 0 | 0 | 0 | 122 | 0 | 0 | 1 | | | | |
| Major Street Volume: | | | | | | | 215 | | | | | | | | | | | |
| Minor Approach Volume: | | | | | | | 123 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 776 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|----|---|--------------|-----|----|------------|---|---|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 11 | 0 | 0 | 126 | 56 | 10 | 0 | 1 | 0 | 0 | 0 | | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.2 | | | xxxxxx | | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=11]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=204]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|-----|------------|----|------|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 11 | | 0 | 0 | | 126 | | 56 | 10 | | 0 | | 1 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | | | | | | | 193 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 11 | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | 1082 | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.583 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 28 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 762 | 24 | 21 | 22 | 22 | 8 | 27 | 753 | 385 | 130 | 952 | 22 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 762 | 24 | 21 | 22 | 22 | 8 | 27 | 753 | 385 | 130 | 952 | 22 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 762 | 24 | 0 | 22 | 22 | 8 | 27 | 753 | 385 | 130 | 952 | 22 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 762 | 24 | 0 | 22 | 22 | 8 | 27 | 753 | 385 | 130 | 952 | 22 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 762 | 24 | 0 | 22 | 22 | 8 | 27 | 753 | 385 | 130 | 952 | 22 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.22 | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.02 | 0.22 | 0.23 | 0.04 | 0.28 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.663 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 34 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 1 | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 91 | 409 | 274 | 147 | 668 | 34 | 60 | 969 | 240 | 464 | 1488 | 223 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 91 | 409 | 274 | 147 | 668 | 34 | 60 | 969 | 240 | 464 | 1488 | 223 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 91 | 409 | 0 | 147 | 668 | 34 | 60 | 969 | 240 | 464 | 1488 | 223 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 91 | 409 | 0 | 147 | 668 | 34 | 60 | 969 | 240 | 464 | 1488 | 223 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 91 | 409 | 0 | 147 | 668 | 34 | 60 | 969 | 240 | 464 | 1488 | 223 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.40 | 0.60 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4088 | 1012 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.08 | 0.00 | 0.04 | 0.13 | 0.02 | 0.02 | 0.24 | 0.24 | 0.14 | 0.44 | 0.13 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | |
| Rights: | Include | | | Include | | | WideBypass | | | WideBypass | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 165 | 520 | 150 | 57 | 1028 | 327 | 207 | 146 | 182 | 448 | 351 | 75 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 165 | 520 | 150 | 57 | 1028 | 327 | 207 | 146 | 182 | 448 | 351 | 75 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 165 | 520 | 150 | 57 | 1028 | 327 | 207 | 146 | 182 | 448 | 351 | 75 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 165 | 520 | 150 | 57 | 1028 | 327 | 207 | 146 | 182 | 448 | 351 | 75 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 165 | 520 | 150 | 57 | 1028 | 327 | 207 | 146 | 182 | 448 | 351 | 75 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.33 | 0.67 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.82 | 0.18 |
| Final Sat.: | 3400 | 3958 | 1142 | 3400 | 5100 | 1700 | 1700 | 1700 | 1700 | 3400 | 1401 | 299 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.13 | 0.13 | 0.02 | 0.20 | 0.19 | 0.12 | 0.09 | 0.11 | 0.13 | 0.25 | 0.25 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.635 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 31 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 121 | 634 | 196 | 152 | 1360 | 267 | 186 | 362 | 133 | 599 | 722 | 66 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 121 | 634 | 196 | 152 | 1360 | 267 | 186 | 362 | 133 | 599 | 722 | 66 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 121 | 634 | 196 | 152 | 1360 | 267 | 186 | 362 | 133 | 599 | 722 | 66 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 121 | 634 | 196 | 152 | 1360 | 267 | 186 | 362 | 133 | 599 | 722 | 66 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 121 | 634 | 196 | 152 | 1360 | 267 | 186 | 362 | 133 | 599 | 722 | 66 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.29 | 0.71 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 3896 | 1204 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.16 | 0.16 | 0.04 | 0.27 | 0.16 | 0.05 | 0.11 | 0.08 | 0.18 | 0.21 | 0.04 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.371
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 19 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 128 | 0 | 164 | 0 | 0 | 0 | 0 | 341 | 456 | 423 | 926 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 128 | 0 | 164 | 0 | 0 | 0 | 0 | 341 | 456 | 423 | 926 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 128 | 0 | 164 | 0 | 0 | 0 | 0 | 341 | 0 | 423 | 926 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 128 | 0 | 164 | 0 | 0 | 0 | 0 | 341 | 0 | 423 | 926 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 128 | 0 | 164 | 0 | 0 | 0 | 0 | 341 | 0 | 423 | 926 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.12 | 0.27 | 0.00 |
| Crit Moves: | | | **** | | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.583
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 91 | 379 | 72 | 322 | 761 | 69 | 107 | 899 | 235 | 490 | 1206 | 90 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 91 | 379 | 72 | 322 | 761 | 69 | 107 | 899 | 235 | 490 | 1206 | 90 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 91 | 379 | 72 | 322 | 761 | 69 | 107 | 899 | 235 | 490 | 1206 | 90 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 91 | 379 | 72 | 322 | 761 | 69 | 107 | 899 | 235 | 490 | 1206 | 90 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 91 | 379 | 72 | 322 | 761 | 69 | 107 | 899 | 235 | 490 | 1206 | 90 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.07 | 0.02 | 0.09 | 0.22 | 0.04 | 0.03 | 0.13 | 0.14 | 0.14 | 0.24 | 0.05 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.711 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 38 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 254 | 457 | 193 | 171 | 2152 | 34 | 0 | 141 | 471 | 465 | 632 | 224 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 254 | 457 | 193 | 171 | 2152 | 34 | 0 | 141 | 471 | 465 | 632 | 224 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 254 | 457 | 0 | 171 | 2152 | 34 | 0 | 141 | 0 | 465 | 632 | 224 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 254 | 457 | 0 | 171 | 2152 | 34 | 0 | 141 | 0 | 465 | 632 | 224 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 254 | 457 | 0 | 171 | 2152 | 34 | 0 | 141 | 0 | 465 | 632 | 224 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.21 | 0.79 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3765 | 1335 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.09 | 0.00 | 0.05 | 0.42 | 0.02 | 0.00 | 0.03 | 0.00 | 0.14 | 0.17 | 0.17 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 0 Average Delay (sec/veh): 15.0
Optimal Cycle: 79 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Sand Canyon Ave & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.824
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 58 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 972 | 148 | 171 | 3631 | 0 | 0 | 0 | 0 | 212 | 0 | 67 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 972 | 148 | 171 | 3631 | 0 | 0 | 0 | 0 | 212 | 0 | 67 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 972 | 148 | 171 | 3631 | 0 | 0 | 0 | 0 | 212 | 0 | 67 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 972 | 148 | 171 | 3631 | 0 | 0 | 0 | 0 | 212 | 0 | 67 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 972 | 148 | 171 | 3631 | 0 | 0 | 0 | 0 | 212 | 0 | 67 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 5100 | 1700 | 3400 | 5100 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.19 | 0.09 | 0.05 | 0.71 | 0.00 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.04 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 0 Average Delay (sec/veh): 26.9
Optimal Cycle: 159 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 1.155 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 180 | Level Of Service: | F |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 76 | 571 | 140 | 1419 | 1784 | 274 | 86 | 131 | 103 | 71 | 165 | 284 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 76 | 571 | 140 | 1419 | 1784 | 274 | 86 | 131 | 103 | 71 | 165 | 284 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 76 | 571 | 140 | 1419 | 1784 | 274 | 86 | 131 | 103 | 71 | 165 | 284 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 76 | 571 | 140 | 1419 | 1784 | 274 | 86 | 131 | 103 | 71 | 165 | 284 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 76 | 571 | 140 | 1419 | 1784 | 274 | 86 | 131 | 103 | 71 | 165 | 284 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.60 | 0.40 | 2.00 | 0.56 | 0.44 | 2.00 | 1.10 | 1.90 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 4421 | 679 | 3400 | 952 | 748 | 3400 | 1874 | 3226 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.11 | 0.08 | 0.83 | 0.40 | 0.40 | 0.03 | 0.14 | 0.14 | 0.02 | 0.09 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.434
 Loss Time (sec): 0 Average Delay (sec/veh): 15.5
 Optimal Cycle: 40 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 232 | 0 | 313 | 0 | 928 | 339 | 182 | 1322 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 232 | 0 | 313 | 0 | 928 | 339 | 182 | 1322 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 232 | 0 | 313 | 0 | 928 | 339 | 182 | 1322 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 232 | 0 | 313 | 0 | 928 | 339 | 182 | 1322 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 232 | 0 | 313 | 0 | 928 | 339 | 182 | 1322 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.75 | 1.00 | 0.87 | 0.87 | 0.95 | 0.91 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 2.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1805 | 0 | 2842 | 0 | 4980 | 1660 | 1805 | 5187 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.11 | 0.00 | 0.19 | 0.20 | 0.10 | 0.25 | 0.00 |
| Crit Moves: | | | | **** | | | | | **** | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.30 | 0.00 | 0.47 | 0.47 | 0.23 | 0.70 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.43 | 0.00 | 0.37 | 0.00 | 0.40 | 0.43 | 0.43 | 0.36 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 29.0 | 0.0 | 28.1 | 0.0 | 17.3 | 17.7 | 33.5 | 6.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 29.0 | 0.0 | 28.1 | 0.0 | 17.3 | 17.7 | 33.5 | 6.0 | 0.0 |
| LOS by Move: | A | A | A | C | A | C | A | B | B | C | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 6 | 0 | 4 | 0 | 7 | 8 | 5 | 6 | 0 |

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 0 Average Delay (sec/veh): 8.5
Optimal Cycle: 40 Level Of Service: A

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.890
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 81 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 176 | 381 | 94 | 265 | 1528 | 591 | 523 | 1112 | 700 | 262 | 895 | 188 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 176 | 381 | 94 | 265 | 1528 | 591 | 523 | 1112 | 700 | 262 | 895 | 188 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 176 | 381 | 0 | 265 | 1528 | 0 | 523 | 1112 | 700 | 262 | 895 | 188 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 176 | 381 | 0 | 265 | 1528 | 0 | 523 | 1112 | 700 | 262 | 895 | 188 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 176 | 381 | 0 | 265 | 1528 | 0 | 523 | 1112 | 700 | 262 | 895 | 188 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.07 | 0.00 | 0.08 | 0.30 | 0.00 | 0.15 | 0.22 | 0.41 | 0.08 | 0.18 | 0.11 |
| Crit Moves: | **** | | | **** | | | **** | **** | | **** | **** | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 71 | 1070 | 71 | 67 | 2218 | 27 | 2 | 6 | 13 | 208 | 36 | 144 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 71 | 1070 | 71 | 67 | 2218 | 27 | 2 | 6 | 13 | 208 | 36 | 144 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 71 | 1070 | 0 | 67 | 2218 | 27 | 2 | 6 | 13 | 208 | 36 | 144 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 71 | 1070 | 0 | 67 | 2218 | 27 | 2 | 6 | 13 | 208 | 36 | 144 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 71 | 1070 | 0 | 67 | 2218 | 27 | 2 | 6 | 13 | 208 | 36 | 144 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.96 | 0.04 | 1.00 | 0.32 | 0.68 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 5039 | 61 | 1700 | 537 | 1163 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.21 | 0.00 | 0.04 | 0.44 | 0.44 | 0.00 | 0.01 | 0.01 | 0.12 | 0.02 | 0.08 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.685 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 36 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 1 | 0 |
| | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 147 | 978 | 209 | 118 | 2100 | 78 | 11 | 12 | 28 | 388 | 41 | 96 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 147 | 978 | 209 | 118 | 2100 | 78 | 11 | 12 | 28 | 388 | 41 | 96 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 147 | 978 | 0 | 118 | 2100 | 78 | 11 | 12 | 0 | 388 | 41 | 96 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 147 | 978 | 0 | 118 | 2100 | 78 | 11 | 12 | 0 | 388 | 41 | 96 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 147 | 978 | 0 | 118 | 2100 | 78 | 11 | 12 | 0 | 388 | 41 | 96 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.89 | 0.11 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4917 | 183 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.19 | 0.00 | 0.03 | 0.43 | 0.43 | 0.01 | 0.01 | 0.00 | 0.11 | 0.02 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 6 | 925 | 144 | 77 | 1457 | 890 | 372 | 146 | 12 | 316 | 419 | 84 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 6 | 925 | 144 | 77 | 1457 | 890 | 372 | 146 | 12 | 316 | 419 | 84 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 6 | 925 | 0 | 77 | 1457 | 0 | 372 | 146 | 12 | 316 | 419 | 84 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 6 | 925 | 0 | 77 | 1457 | 0 | 372 | 146 | 12 | 316 | 419 | 84 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 6 | 925 | 0 | 77 | 1457 | 0 | 372 | 146 | 12 | 316 | 419 | 84 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.85 | 0.15 | 2.00 | 1.67 | 0.33 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3142 | 258 | 3400 | 2832 | 568 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.18 | 0.00 | 0.02 | 0.29 | 0.00 | 0.11 | 0.05 | 0.05 | 0.09 | 0.15 | 0.15 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 0 Average Delay (sec/veh): 14.7
Optimal Cycle: 134 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 0 Average Delay (sec/veh): 16.4
Optimal Cycle: 75 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.798 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 52 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 26 | 858 | 76 | 87 | 3452 | 121 | 19 | 2 | 21 | 72 | 8 | 64 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 26 | 858 | 76 | 87 | 3452 | 121 | 19 | 2 | 21 | 72 | 8 | 64 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 26 | 858 | 76 | 87 | 3452 | 121 | 19 | 2 | 21 | 72 | 8 | 64 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 858 | 76 | 87 | 3452 | 121 | 19 | 2 | 21 | 72 | 8 | 64 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 26 | 858 | 76 | 87 | 3452 | 121 | 19 | 2 | 21 | 72 | 8 | 64 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.76 | 0.24 | 1.00 | 3.00 | 1.00 | 1.00 | 0.09 | 0.91 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 4685 | 415 | 1700 | 5100 | 1700 | 1700 | 148 | 1552 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.18 | 0.18 | 0.05 | 0.68 | 0.07 | 0.01 | 0.01 | 0.01 | 0.04 | 0.00 | 0.04 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 188 | 19 | 41 | 127 | 64 | 37 | 22 | 405 | 87 | 170 | 1040 | 20 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 188 | 19 | 41 | 127 | 64 | 37 | 22 | 405 | 87 | 170 | 1040 | 20 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 188 | 19 | 41 | 127 | 64 | 37 | 22 | 405 | 87 | 170 | 1040 | 20 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 188 | 19 | 41 | 127 | 64 | 37 | 22 | 405 | 87 | 170 | 1040 | 20 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 188 | 19 | 41 | 127 | 64 | 37 | 22 | 405 | 87 | 170 | 1040 | 20 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.32 | 0.68 | 1.00 | 1.00 | 1.00 | 1.00 | 1.65 | 0.35 | 1.00 | 1.96 | 0.04 |
| Final Sat.: | 1700 | 538 | 1162 | 1700 | 1700 | 1700 | 1700 | 2799 | 601 | 1700 | 3336 | 64 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.11 | 0.04 | 0.04 | 0.07 | 0.04 | 0.02 | 0.01 | 0.14 | 0.14 | 0.10 | 0.31 | 0.31 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 5.5 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 28 | 72 | 2 | 80 | 298 | 231 | 30 | 8 | 42 | 1 | 29 | 92 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 28 | 72 | 2 | 80 | 298 | 231 | 30 | 8 | 42 | 1 | 29 | 92 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 28 | 72 | 2 | 80 | 298 | 231 | 30 | 8 | 42 | 1 | 29 | 92 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 28 | 72 | 2 | 80 | 298 | 231 | 30 | 8 | 42 | 1 | 29 | 92 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 28 | 72 | 2 | 80 | 298 | 231 | 30 | 8 | 42 | 1 | 29 | 92 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|----|---|----|-----|-----|----|---|----|---|----|----|
| AutoPCE: | 28 | 72 | 2 | 80 | 298 | 231 | 30 | 8 | 42 | 1 | 29 | 92 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 28 | 72 | 2 | 80 | 298 | 231 | 30 | 8 | 42 | 1 | 29 | 92 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 118 | 58 | 379 | 130 |
| MaxVolume: | 1136 | 1169 | 995 | 1130 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1136 | 1169 | 995 | 1130 |
| ApproachVol: | 102 | 609 | 80 | 122 |
| ApproachV/C: | 0.09 | 0.52 | 0.08 | 0.11 |
| ApproachDel: | 3.5 | 6.4 | 3.9 | 3.6 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.3 | 3.1 | 0.3 | 0.4 |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 3 | 2 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 160 | 34 | 29 | 118 | 289 | 552 | 129 | 873 | 286 | 67 | 1072 | 16 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 160 | 34 | 29 | 118 | 289 | 552 | 129 | 873 | 286 | 67 | 1072 | 16 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 160 | 34 | 29 | 118 | 289 | 0 | 129 | 873 | 286 | 67 | 1072 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 160 | 34 | 29 | 118 | 289 | 0 | 129 | 873 | 286 | 67 | 1072 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 160 | 34 | 29 | 118 | 289 | 0 | 129 | 873 | 286 | 67 | 1072 | 16 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.08 | 0.92 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 1835 | 1565 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.02 | 0.02 | 0.07 | 0.09 | 0.00 | 0.04 | 0.17 | 0.17 | 0.02 | 0.32 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.719
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 76 | 41 | 5 | 50 | 68 | 819 | 314 | 327 | 50 | 4 | 459 | 26 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 76 | 41 | 5 | 50 | 68 | 819 | 314 | 327 | 50 | 4 | 459 | 26 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 76 | 41 | 5 | 50 | 68 | 819 | 314 | 327 | 50 | 4 | 459 | 26 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 76 | 41 | 5 | 50 | 68 | 819 | 314 | 327 | 50 | 4 | 459 | 26 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 76 | 41 | 5 | 50 | 68 | 819 | 314 | 327 | 50 | 4 | 459 | 26 |
| OvlAdjVol: | 662 | | | | | | | | | | | |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.89 | 0.11 | 1.00 | 1.00 | 1.00 | 2.00 | 1.73 | 0.27 | 1.00 | 1.89 | 0.11 |
| Final Sat.: | 1700 | 1515 | 185 | 1700 | 1700 | 1700 | 3400 | 2949 | 451 | 1700 | 3218 | 182 |

Capacity Analysis Module:

| | | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| Vol/Sat: | 0.04 | 0.03 | 0.03 | 0.03 | 0.04 | 0.48 | 0.09 | 0.11 | 0.11 | 0.00 | 0.14 | 0.14 | |
| OvlAdjV/S: | 0.39 | | | | | | | | | | | | |
| Crit Moves: | **** | | | | | | **** | **** | | | | | |

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.265 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 17 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 156 | 0 | 71 | 43 | 226 | 0 | 0 | 166 | 70 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 156 | 0 | 71 | 43 | 226 | 0 | 0 | 166 | 70 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 156 | 0 | 71 | 43 | 226 | 0 | 0 | 166 | 70 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 156 | 0 | 71 | 43 | 226 | 0 | 0 | 166 | 70 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 156 | 0 | 71 | 43 | 226 | 0 | 0 | 166 | 70 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.04 | 0.03 | 0.13 | 0.00 | 0.00 | 0.10 | 0.04 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.613 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 30 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 |

| | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 381 | 7 | 45 | 36 | 81 | 321 | 10 | 454 | 80 | 22 | 709 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 381 | 7 | 45 | 36 | 81 | 321 | 10 | 454 | 80 | 22 | 709 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 381 | 7 | 45 | 36 | 81 | 321 | 10 | 454 | 80 | 22 | 709 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 381 | 7 | 45 | 36 | 81 | 321 | 10 | 454 | 80 | 22 | 709 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 381 | 7 | 45 | 36 | 81 | 321 | 10 | 454 | 80 | 22 | 709 | 0 |

| | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.13 | 0.87 | 1.00 | 0.20 | 0.80 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 229 | 1471 | 1700 | 343 | 1357 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 |

| | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.03 | 0.03 | 0.02 | 0.24 | 0.24 | 0.01 | 0.13 | 0.05 | 0.01 | 0.21 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.413 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 20 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 41 | 48 | 87 | 284 | 84 | 123 | 62 | 929 | 44 | 89 | 979 | 147 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 41 | 48 | 87 | 284 | 84 | 123 | 62 | 929 | 44 | 89 | 979 | 147 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 41 | 48 | 87 | 284 | 84 | 123 | 62 | 929 | 44 | 89 | 979 | 147 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 41 | 48 | 87 | 284 | 84 | 123 | 62 | 929 | 44 | 89 | 979 | 147 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 41 | 48 | 87 | 284 | 84 | 123 | 62 | 929 | 44 | 89 | 979 | 147 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.03 | 0.05 | 0.08 | 0.05 | 0.07 | 0.04 | 0.18 | 0.03 | 0.05 | 0.19 | 0.09 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: B[14.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for traffic volume and adjustment factors like Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with 13 columns for critical gap and follow-up time values.

Capacity Module: Table with 13 columns for conflict volume, potential capacity, move capacity, and volume/capacity ratios.

Level of Service Module: Table with 13 columns for delay, LOS by movement, shared capacity, shared queue, shared delay, shared LOS, approach delay, and approach LOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 2.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 29 | 100 | 56 | 1 | 594 | 54 | 9 | 42 | 2 | 200 | 90 | 3 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 29 | 100 | 56 | 1 | 594 | 54 | 9 | 42 | 2 | 200 | 90 | 3 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 29 | 100 | 56 | 1 | 594 | 54 | 9 | 42 | 2 | 200 | 90 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 100 | 56 | 1 | 594 | 54 | 9 | 42 | 2 | 200 | 90 | 3 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 29 | 100 | 56 | 1 | 594 | 54 | 9 | 42 | 2 | 200 | 90 | 3 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|----|---|-----|----|---|----|---|-----|----|---|
| AutoPCE: | 29 | 100 | 56 | 1 | 594 | 54 | 9 | 42 | 2 | 200 | 90 | 3 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 29 | 100 | 56 | 1 | 594 | 54 | 9 | 42 | 2 | 200 | 90 | 3 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 52 | 319 | 795 | 138 |
| MaxVolume: | 2387 | 2194 | 771 | 1125 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2387 | 2194 | 771 | 1125 |
| ApproachVol: | 185 | 649 | 53 | 293 |
| ApproachV/C: | 0.08 | 0.30 | 0.07 | 0.26 |
| ApproachDel: | 1.6 | 2.3 | 5.0 | 4.3 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.3 | 1.3 | 0.2 | 1.0 |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[10.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for North, South, East, West.

Critical Gap Module: Table with 12 columns for gap components (Critical Gp, FollowUpTim) and 4 columns for North, South, East, West.

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for North, South, East, West.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for North, South, East, West.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.1 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 17 | 1 | 0 | 181 | 1 | 0 | 147 | 1 | 8 | 331 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 17 | 1 | 0 | 181 | 1 | 0 | 147 | 1 | 8 | 331 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 17 | 1 | 0 | 181 | 1 | 0 | 147 | 1 | 8 | 331 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 17 | 1 | 0 | 181 | 1 | 0 | 147 | 1 | 8 | 331 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 17 | 1 | 0 | 181 | 1 | 0 | 147 | 1 | 8 | 331 | 0 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|----|---|---|-----|---|---|-----|---|---|-----|---|
| AutoPCE: | 0 | 17 | 1 | 0 | 181 | 1 | 0 | 147 | 1 | 8 | 331 | 0 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 17 | 1 | 0 | 181 | 1 | 0 | 147 | 1 | 8 | 331 | 0 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 147 | 339 | 189 | 17 |
| MaxVolume: | 1121 | 1017 | 1098 | 1191 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1121 | 1017 | 1098 | 1191 |
| ApproachVol: | 18 | 182 | 148 | 339 |
| ApproachV/C: | 0.02 | 0.18 | 0.13 | 0.28 |
| ApproachDel: | 3.3 | 4.3 | 3.8 | 4.2 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.0 | 0.6 | 0.5 | 1.2 |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.368
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 19 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 73 | 0 | 62 | 0 | 0 | 0 | 0 | 919 | 76 | 64 | 936 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 73 | 0 | 62 | 0 | 0 | 0 | 0 | 919 | 76 | 64 | 936 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 73 | 0 | 62 | 0 | 0 | 0 | 0 | 919 | 76 | 64 | 936 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 73 | 0 | 62 | 0 | 0 | 0 | 0 | 919 | 76 | 64 | 936 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 73 | 0 | 62 | 0 | 0 | 0 | 0 | 919 | 76 | 64 | 936 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.18 | 0.04 | 0.04 | 0.28 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A[9.2]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 1 0 0, etc.)

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 rows for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for gap components (Critical Gap, FollowUpTime) and 4 rows for North, South, East, West bounds.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) and 4 rows for North, South, East, West bounds.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 rows for North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 3.5 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 134 | 0 | 0 | 184 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 134 | 0 | 0 | 184 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 134 | 0 | 0 | 184 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 134 | 0 | 0 | 184 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 134 | 0 | 0 | 184 | 0 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|---|---|----|---|-----|---|---|-----|---|
| AutoPCE: | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 134 | 0 | 0 | 184 | 0 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 134 | 0 | 0 | 184 | 0 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 134 | 184 | 0 | 0 |
| MaxVolume: | xxxxxx | 1101 | 1200 | 1200 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1101 | 1200 | 1200 |
| ApproachVol: | xxxxxx | 89 | 134 | 184 |
| ApproachV/C: | 1.00 | 0.08 | 0.11 | 0.15 |
| ApproachDel: | xxxxxx | 3.6 | 3.4 | 3.5 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.3 | 0.4 | 0.5 |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.574
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 27 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 80 | 20 | 183 | 177 | 68 | 81 | 24 | 1246 | 81 | 115 | 1069 | 21 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 80 | 20 | 183 | 177 | 68 | 81 | 24 | 1246 | 81 | 115 | 1069 | 21 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 80 | 20 | 183 | 177 | 68 | 81 | 24 | 1246 | 81 | 115 | 1069 | 21 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 80 | 20 | 183 | 177 | 68 | 81 | 24 | 1246 | 81 | 115 | 1069 | 21 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 80 | 20 | 183 | 177 | 68 | 81 | 24 | 1246 | 81 | 115 | 1069 | 21 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.01 | 0.11 | 0.10 | 0.04 | 0.05 | 0.01 | 0.24 | 0.05 | 0.07 | 0.21 | 0.01 |
| Crit Moves: | | | **** | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.792 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 50 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 0 | 0 | 0 | 157 | 0 | 66 | 29 | 2210 | 0 | 0 | 1536 | 62 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 157 | 0 | 66 | 29 | 2210 | 0 | 0 | 1536 | 62 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 157 | 0 | 66 | 29 | 2210 | 0 | 0 | 1536 | 62 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 157 | 0 | 66 | 29 | 2210 | 0 | 0 | 1536 | 62 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 157 | 0 | 66 | 29 | 2210 | 0 | 0 | 1536 | 62 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.04 | 0.02 | 0.65 | 0.00 | 0.00 | 0.45 | 0.04 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.05 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 2.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 2.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 2.00 | RTOG | | -2.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 2.00 | RTOR | | 2.00 | |
| RTC | | 2.00 | RTC | | -2.00 | RTC | | 1.50 | RTC | | 1.50 | |
| Addl ICU | | -2.00 | Addl ICU | | 2.00 | Addl ICU | | -1.50 | Addl ICU | | -1.50 | |
| | | 0.00 | | | 2.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 4.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.05 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.05 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.05 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 762 | 24 | 21 | 22 | 22 | 8 | 27 | 753 | 385 | 130 | 952 | 22 | Volume |
| 0.22 | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.02 | 0.22 | 0.23 | 0.04 | 0.28 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.22 | | V/C | 0.01 | | V/C | 0.02 | | V/C | 0.28 | | 0.533 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.22 | | RTOG | 0.01 | | RTOG | 0.26 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.02 | | RTOR | 0.22 | | RTOR | 0.22 | | |
| RTC | 0.28 | | RTC | 0.02 | | RTC | 0.43 | | RTC | 0.45 | | |
| Addl ICU | -0.28 | | Addl ICU | -0.02 | | Addl ICU | -0.20 | | Addl ICU | -0.43 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 0 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 4088 | 1012 | 3400 | 3400 | 1700 | Total Saturation |
| 91 | 409 | 274 | 147 | 668 | 34 | 60 | 969 | 240 | 464 | 1488 | 223 | Volume |
| 0.03 | 0.08 | 0.00 | 0.04 | 0.13 | 0.02 | 0.02 | 0.24 | 0.24 | 0.14 | 0.44 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.03 | | V/C | 0.13 | | V/C | 0.02 | | V/C | 0.44 | | 0.613 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.11 | | RTOG | 0.13 | | RTOG | 0.32 | | RTOG | 0.44 | | Right Turn Adjustment |
| RTOR | 0.22 | | RTOR | 0.02 | | RTOR | 0.03 | | RTOR | 0.08 | | |
| RTC | 0.28 | | RTC | 0.14 | | RTC | 0.34 | | RTC | 0.50 | | |
| Addl ICU | -0.28 | | Addl ICU | -0.12 | | Addl ICU | -0.10 | | Addl ICU | -0.36 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3958 | 1142 | 3400 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 1700 | 1700 | Total Saturation |
| 165 | 520 | 150 | 57 | 1028 | 327 | 207 | 146 | 182 | 448 | 351 | 75 | Volume |
| 0.05 | 0.13 | 0.13 | 0.02 | 0.20 | 0.19 | 0.12 | 0.04 | 0.11 | 0.13 | 0.21 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.20 | V/C | | 0.12 | V/C | | 0.21 | 0.578 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.20 | RTOG | | 0.20 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.29 | RTOR | | 0.12 | RTOR | | 0.05 | RTOR | | 0.12 | |
| RTC | | 0.45 | RTC | | 0.29 | RTC | | 0.23 | RTC | | 0.30 | |
| Addl ICU | | -0.32 | Addl ICU | | -0.10 | Addl ICU | | -0.13 | Addl ICU | | -0.25 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 121 | 634 | 196 | 152 | 1360 | 267 | 186 | 362 | 133 | 599 | 722 | 66 | Volume |
| 0.04 | 0.12 | 0.12 | 0.04 | 0.27 | 0.16 | 0.05 | 0.11 | 0.08 | 0.18 | 0.21 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.04 | | V/C | 0.27 | | V/C | 0.11 | | V/C | 0.18 | | 0.585 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.26 | | RTOG | 0.27 | | RTOG | 0.11 | | RTOG | 0.23 | | Right Turn Adjustment |
| RTOR | 0.18 | | RTOR | 0.07 | | RTOR | 0.04 | | RTOR | 0.18 | | |
| RTC | 0.39 | | RTC | 0.32 | | RTC | 0.13 | | RTC | 0.36 | | |
| Addl ICU | -0.27 | | Addl ICU | -0.16 | | Addl ICU | -0.05 | | Addl ICU | -0.32 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 128 | 0 | 164 | 0 | 0 | 0 | 0 | 341 | 456 | 423 | 926 | 0 | Volume |
| 0.04 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.12 | 0.27 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.04 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.27 | | 0.310 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | -0.04 | | RTOG | 0.15 | | RTOG | 0.27 | | Right Turn Adjustment |
| RTOR | 0.17 | | RTOR | 0.00 | | RTOR | 0.04 | | RTOR | 0.04 | | |
| RTC | 0.17 | | RTC | -0.04 | | RTC | 0.18 | | RTC | 0.30 | | |
| Addl ICU | -0.12 | | Addl ICU | 0.04 | | Addl ICU | -0.18 | | Addl ICU | -0.30 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.36 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 91 | 379 | 72 | 322 | 761 | 69 | 107 | 899 | 235 | 490 | 1206 | 90 | Volume |
| 0.03 | 0.07 | 0.02 | 0.09 | 0.22 | 0.04 | 0.03 | 0.13 | 0.14 | 0.14 | 0.24 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.22 | | V/C | 0.13 | | V/C | 0.14 | | 0.527 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.16 | | RTOG | 0.22 | | RTOG | 0.13 | | RTOG | 0.24 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.04 | | RTOR | 0.03 | | RTOR | 0.18 | | |
| RTC | 0.26 | | RTC | 0.25 | | RTC | 0.15 | | RTC | 0.38 | | |
| Addl ICU | -0.24 | | Addl ICU | -0.21 | | Addl ICU | -0.01 | | Addl ICU | -0.32 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 0 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 254 | 457 | 193 | 171 | 2152 | 34 | 0 | 141 | 471 | 465 | 632 | 224 | Volume |
| 0.07 | 0.09 | 0.00 | 0.05 | 0.42 | 0.02 | 0.00 | 0.03 | 0.00 | 0.14 | 0.12 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.07 | V/C | | 0.42 | V/C | | 0.03 | V/C | | 0.14 | 0.661 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.45 | RTOG | | 0.42 | RTOG | | 0.03 | RTOG | | 0.16 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.04 | RTOR | | 0.07 | RTOR | | 0.41 | |
| RTC | | 0.55 | RTC | | 0.45 | RTC | | 0.08 | RTC | | 0.47 | |
| Addl ICU | | -0.55 | Addl ICU | | -0.43 | Addl ICU | | -0.08 | Addl ICU | | -0.34 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.71 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 1 | 4 | 1 | 1.5 | 0.5 | 2 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 1700 | 6800 | 1700 | 3327 | 73 | 3400 | 1700 | 618 | 1082 | Total Saturation |
| 168 | 885 | 8 | 6 | 3285 | 335 | 272 | 6 | 525 | 9 | 4 | 7 | Volume |
| 0.05 | 0.17 | 0.00 | 0.00 | 0.48 | 0.20 | 0.08 | 0.08 | 0.15 | 0.01 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.48 | | V/C | 0.08 | | V/C | 0.01 | | 0.621 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.53 | | RTOG | 0.48 | | RTOG | 0.08 | | RTOG | 0.01 | | Right Turn Adjustment |
| RTOR | 0.01 | | RTOR | 0.08 | | RTOR | 0.05 | | RTOR | 0.36 | | |
| RTC | 0.53 | | RTC | 0.54 | | RTC | 0.12 | | RTC | 0.28 | | |
| Addl ICU | -0.53 | | Addl ICU | -0.35 | | Addl ICU | 0.03 | | Addl ICU | -0.27 | | |
| | 0.00 | | | 0.00 | | | 0.03 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.71 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #304 Sand Canyon Ave (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 1700 | 3400 | 5100 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | Total Saturation |
| 0 | 972 | 148 | 171 | 3631 | 0 | 0 | 0 | 0 | 212 | 0 | 67 | Volume |
| 0.00 | 0.19 | 0.09 | 0.05 | 0.71 | 0.00 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.71 | V/C | | 0.00 | V/C | | 0.06 | 0.774 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.66 | RTOG | | 0.71 | RTOG | | -0.06 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.06 | RTOR | | 0.00 | RTOR | | 0.52 | |
| RTC | | 0.71 | RTC | | 0.76 | RTC | | -0.06 | RTC | | 0.45 | |
| Addl ICU | | -0.62 | Addl ICU | | -0.76 | Addl ICU | | 0.06 | Addl ICU | | -0.41 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.82 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 814 | 171 | 856 | 2994 | 0 | 369 | 3 | 1117 | 0 | 0 | 0 | Volume |
| 0.00 | 0.12 | 0.10 | 0.25 | 0.44 | 0.00 | 0.09 | 0.00 | 0.44 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | N/A | | Initial ICU |
| V/C | 0.00 | | V/C | 0.44 | | V/C | 0.09 | | V/C | 0.00 | | 0.527 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.19 | | RTOG | 0.44 | | RTOG | 0.09 | | RTOG | -0.09 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.09 | | RTOR | 0.00 | | RTOR | 0.32 | | |
| RTC | 0.25 | | RTC | 0.51 | | RTC | 0.09 | | RTC | 0.15 | | |
| Addl ICU | -0.15 | | Addl ICU | -0.51 | | Addl ICU | 0.35 | | Addl ICU | -0.15 | | |
| | 0.00 | | | 0.00 | | | 0.35 | | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.93 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4685 | 415 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 26 | 858 | 76 | 87 | 3452 | 121 | 19 | 2 | 21 | 72 | 8 | 64 | Volume |
| 0.02 | 0.18 | 0.18 | 0.05 | 0.68 | 0.07 | 0.01 | 0.00 | 0.01 | 0.04 | 0.00 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.02 | | V/C | 0.68 | | V/C | 0.00 | | V/C | 0.04 | | 0.736 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.64 | | RTOG | 0.68 | | RTOG | 0.00 | | RTOG | 0.03 | | Right Turn Adjustment |
| RTOR | 0.04 | | RTOR | 0.04 | | RTOR | 0.02 | | RTOR | 0.51 | | |
| RTC | 0.67 | | RTC | 0.71 | | RTC | 0.01 | | RTC | 0.41 | | |
| Addl ICU | -0.49 | | Addl ICU | -0.63 | | Addl ICU | 0.00 | | Addl ICU | -0.38 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.79 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 2550 | 2550 | Total Saturation |
| 76 | 571 | 140 | 1419 | 1784 | 274 | 86 | 131 | 103 | 71 | 165 | 284 | Volume |
| 0.04 | 0.11 | 0.08 | 0.42 | 0.35 | 0.16 | 0.03 | 0.08 | 0.06 | 0.02 | 0.06 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.11 | | V/C | 0.42 | | V/C | 0.03 | | V/C | 0.06 | | 0.619 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.11 | | RTOG | 0.48 | | RTOG | 0.07 | | RTOG | 0.06 | | Right Turn Adjustment |
| RTOR | 0.01 | | RTOR | 0.03 | | RTOR | 0.18 | | RTOR | 0.42 | | |
| RTC | 0.12 | | RTC | 0.50 | | RTC | 0.20 | | RTC | 0.38 | | |
| Addl ICU | -0.04 | | Addl ICU | -0.34 | | Addl ICU | -0.14 | | Addl ICU | -0.27 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.67 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 232 | 0 | 313 | 0 | 928 | 339 | 182 | 1322 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.09 | 0.00 | 0.14 | 0.20 | 0.11 | 0.26 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.14 | V/C | | 0.00 | V/C | | 0.26 | 0.396 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.14 | RTOG | | 0.14 | RTOG | | 0.15 | RTOG | | 0.26 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.00 | RTOR | | 0.14 | RTOR | | 0.14 | |
| RTC | | -0.04 | RTC | | 0.14 | RTC | | 0.25 | RTC | | 0.36 | |
| Addl ICU | | 0.04 | Addl ICU | | -0.04 | Addl ICU | | -0.06 | Addl ICU | | -0.36 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.45 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4631 | 469 | Total Saturation |
| 95 | 0 | 204 | 0 | 0 | 0 | 0 | 1002 | 216 | 0 | 1423 | 144 | Volume |
| 0.06 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 | 0.00 | 0.00 | 0.31 | 0.31 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.31 | 0.363 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.06 | RTOG | | -0.06 | RTOG | | 0.31 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.06 | |
| RTC | | 0.07 | RTC | | -0.06 | RTC | | 0.35 | RTC | | 0.35 | |
| Addl ICU | | 0.05 | Addl ICU | | 0.06 | Addl ICU | | -0.35 | Addl ICU | | -0.04 | |
| | | 0.05 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.47 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 176 | 381 | 94 | 265 | 1528 | 591 | 523 | 1112 | 700 | 262 | 895 | 188 | Volume |
| 0.05 | 0.07 | 0.00 | 0.08 | 0.30 | 0.00 | 0.15 | 0.22 | 0.41 | 0.08 | 0.18 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.30 | V/C | | 0.15 | V/C | | 0.18 | 0.681 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.30 | RTOG | | 0.25 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.15 | RTOR | | 0.05 | RTOR | | 0.28 | |
| RTC | | 0.36 | RTC | | 0.41 | RTC | | 0.29 | RTC | | 0.38 | |
| Addl ICU | | -0.36 | Addl ICU | | -0.41 | Addl ICU | | 0.12 | Addl ICU | | -0.27 | |
| | | 0.00 | | | 0.00 | | | 0.12 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.85 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5039 | 61 | 1700 | 537 | 1163 | 1700 | 1700 | 1700 | Total Saturation |
| 71 | 1070 | 71 | 67 | 2218 | 27 | 2 | 6 | 13 | 208 | 36 | 144 | Volume |
| 0.04 | 0.21 | 0.00 | 0.04 | 0.44 | 0.44 | 0.00 | 0.01 | 0.01 | 0.12 | 0.02 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.44 | V/C | | 0.01 | V/C | | 0.12 | 0.615 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.44 | RTOG | | 0.44 | RTOG | | 0.01 | RTOG | | 0.13 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.11 | RTOR | | 0.04 | RTOR | | 0.27 | |
| RTC | | 0.53 | RTC | | 0.52 | RTC | | 0.04 | RTC | | 0.34 | |
| Addl ICU | | -0.53 | Addl ICU | | -0.08 | Addl ICU | | -0.03 | Addl ICU | | -0.25 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 4917 | 183 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 147 | 978 | 209 | 118 | 2100 | 78 | 11 | 12 | 28 | 388 | 41 | 96 | Volume |
| 0.09 | 0.19 | 0.00 | 0.03 | 0.43 | 0.43 | 0.01 | 0.01 | 0.00 | 0.11 | 0.02 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.09 | V/C | | 0.43 | V/C | | 0.01 | V/C | | 0.11 | 0.635 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.48 | RTOG | | 0.43 | RTOG | | 0.01 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.10 | RTOR | | 0.09 | RTOR | | 0.32 | |
| RTC | | 0.56 | RTC | | 0.50 | RTC | | 0.07 | RTC | | 0.36 | |
| Addl ICU | | -0.56 | Addl ICU | | -0.07 | Addl ICU | | -0.07 | Addl ICU | | -0.30 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.68 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2832 | 568 | Total Saturation |
| 6 | 925 | 144 | 77 | 1457 | 890 | 372 | 146 | 12 | 316 | 419 | 84 | Volume |
| 0.00 | 0.18 | 0.00 | 0.02 | 0.29 | 0.00 | 0.11 | 0.04 | 0.01 | 0.09 | 0.15 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.29 | V/C | | 0.11 | V/C | | 0.15 | 0.547 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.29 | RTOG | | 0.16 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.11 | RTOR | | 0.00 | RTOR | | 0.11 | |
| RTC | | 0.43 | RTC | | 0.37 | RTC | | 0.17 | RTC | | 0.23 | |
| Addl ICU | | -0.43 | Addl ICU | | -0.37 | Addl ICU | | -0.16 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.60 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 2550 | 0 | 2550 | Total Saturation |
| 0 | 3110 | 515 | 0 | 874 | 0 | 0 | 0 | 0 | 174 | 0 | 684 | Volume |
| 0.00 | 0.61 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.27 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.61 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.07 | 0.678 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.61 | RTOG | | 0.61 | RTOG | | -0.07 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.07 | RTOR | | 0.44 | RTOR | | 0.00 | |
| RTC | | 0.66 | RTC | | 0.66 | RTC | | 0.26 | RTC | | 0.07 | |
| Addl ICU | | -0.66 | Addl ICU | | -0.66 | Addl ICU | | -0.26 | Addl ICU | | 0.20 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.20 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.93 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 933 | 0 | 0 | 804 | 296 | 2714 | 0 | 670 | 0 | 0 | 0 | Volume |
| 0.00 | 0.18 | 0.00 | 0.00 | 0.16 | 0.00 | 0.53 | 0.00 | 0.39 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.53 | V/C | | 0.00 | 0.715 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.18 | RTOG | | 0.53 | RTOG | | -0.53 | Right Turn Adjustment |
| RTOR | | 0.53 | RTOR | | 0.53 | RTOR | | 0.03 | RTOR | | 0.00 | |
| RTC | | 0.58 | RTC | | 0.58 | RTC | | 0.55 | RTC | | -0.53 | |
| Addl ICU | | -0.58 | Addl ICU | | -0.58 | Addl ICU | | -0.16 | Addl ICU | | 0.53 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 538 | 1162 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 188 | 19 | 41 | 127 | 64 | 37 | 22 | 405 | 87 | 170 | 1040 | 20 | Volume |
| 0.11 | 0.04 | 0.04 | 0.07 | 0.04 | 0.02 | 0.01 | 0.12 | 0.05 | 0.10 | 0.31 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.11 | V/C | | 0.04 | V/C | | 0.01 | V/C | | 0.31 | 0.467 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.04 | RTOG | | 0.22 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.20 | RTOR | | 0.01 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | 0.22 | RTC | | 0.05 | RTC | | 0.30 | RTC | | 0.39 | |
| Addl ICU | | -0.19 | Addl ICU | | -0.03 | Addl ICU | | -0.25 | Addl ICU | | -0.38 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.52 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 272 | 1428 | 850 | 407 | 1293 | Total Saturation |
| 28 | 72 | 2 | 80 | 298 | 231 | 30 | 8 | 42 | 1 | 29 | 92 | Volume |
| 0.03 | 0.04 | 0.00 | 0.09 | 0.18 | 0.27 | 0.04 | 0.03 | 0.03 | 0.00 | 0.07 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.03 | V/C | | 0.18 | V/C | | 0.04 | V/C | | 0.07 | 0.315 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.18 | RTOG | | 0.11 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.04 | RTOR | | 0.03 | RTOR | | 0.17 | |
| RTC | | 0.17 | RTC | | 0.20 | RTC | | 0.13 | RTC | | 0.20 | |
| Addl ICU | | -0.17 | Addl ICU | | 0.07 | Addl ICU | | -0.10 | Addl ICU | | -0.12 | |
| | | 0.00 | | | 0.07 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.43 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 160 | 34 | 29 | 118 | 289 | 552 | 129 | 873 | 286 | 67 | 1072 | 16 | Volume |
| 0.05 | 0.01 | 0.02 | 0.07 | 0.09 | 0.00 | 0.04 | 0.17 | 0.17 | 0.02 | 0.32 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.09 | | V/C | 0.04 | | V/C | 0.32 | | 0.485 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.06 | | RTOG | 0.09 | | RTOG | 0.33 | | RTOG | 0.32 | | Right Turn Adjustment |
| RTOR | 0.18 | | RTOR | 0.04 | | RTOR | 0.05 | | RTOR | 0.12 | | |
| RTC | 0.20 | | RTC | 0.11 | | RTC | 0.37 | | RTC | 0.41 | | |
| Addl ICU | -0.18 | | Addl ICU | -0.11 | | Addl ICU | -0.20 | | Addl ICU | -0.40 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.54 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1515 | 185 | 1700 | 1700 | 1700 | 3400 | 2949 | 451 | 1700 | 3218 | 182 | Total Saturation |
| 76 | 41 | 5 | 50 | 68 | 819 | 314 | 327 | 50 | 4 | 459 | 26 | Volume |
| 0.04 | 0.03 | 0.03 | 0.03 | 0.04 | 0.48 | 0.09 | 0.11 | 0.11 | 0.00 | 0.14 | 0.14 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.04 | V/C | | 0.09 | V/C | | 0.14 | 0.320 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.06 | RTOG | | 0.04 | RTOG | | 0.23 | RTOG | | 0.14 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.09 | RTOR | | 0.04 | RTOR | | 0.06 | |
| RTC | | 0.15 | RTC | | 0.11 | RTC | | 0.27 | RTC | | 0.19 | |
| Addl ICU | | -0.12 | Addl ICU | | 0.37 | Addl ICU | | -0.16 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.37 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.74 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1700 | 1700 | Total Saturation |
| 0 | 0 | 0 | 156 | 0 | 71 | 43 | 226 | 0 | 0 | 166 | 70 | Volume |
| 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.04 | 0.03 | 0.13 | 0.00 | 0.00 | 0.10 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.09 | V/C | | 0.13 | V/C | | 0.00 | 0.225 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.09 | RTOG | | 0.09 | RTOG | | 0.13 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.09 | RTOR | | 0.09 | |
| RTC | | -0.09 | RTC | | 0.12 | RTC | | 0.20 | RTC | | 0.18 | |
| Addl ICU | | 0.09 | Addl ICU | | -0.08 | Addl ICU | | -0.20 | Addl ICU | | -0.14 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 229 | 1471 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 381 | 7 | 45 | 36 | 81 | 321 | 10 | 454 | 80 | 22 | 709 | 0 | Volume |
| 0.11 | 0.03 | 0.03 | 0.02 | 0.05 | 0.19 | 0.01 | 0.13 | 0.05 | 0.01 | 0.21 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.11 | | V/C | 0.05 | | V/C | 0.01 | | V/C | 0.21 | | 0.374 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.14 | | RTOG | 0.05 | | RTOG | 0.20 | | RTOG | 0.21 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.01 | | RTOR | 0.11 | | RTOR | 0.13 | | |
| RTC | 0.20 | | RTC | 0.05 | | RTC | 0.29 | | RTC | 0.31 | | |
| Addl ICU | -0.17 | | Addl ICU | 0.14 | | Addl ICU | -0.24 | | Addl ICU | -0.31 | | |
| | 0.00 | | | 0.14 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.56 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 41 | 48 | 87 | 284 | 84 | 123 | 62 | 929 | 44 | 89 | 979 | 147 | Volume |
| 0.02 | 0.03 | 0.05 | 0.08 | 0.05 | 0.07 | 0.04 | 0.18 | 0.03 | 0.05 | 0.19 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.08 | | V/C | 0.18 | | V/C | 0.05 | | 0.346 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.03 | | RTOG | 0.09 | | RTOG | 0.18 | | RTOG | 0.20 | | Right Turn Adjustment |
| RTOR | 0.05 | | RTOR | 0.04 | | RTOR | 0.06 | | RTOR | 0.08 | | |
| RTC | 0.07 | | RTC | 0.12 | | RTC | 0.23 | | RTC | 0.26 | | |
| Addl ICU | -0.02 | | Addl ICU | -0.05 | | Addl ICU | -0.20 | | Addl ICU | -0.17 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.40 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2348 | 1052 | 1700 | 3280 | 120 | 1700 | 394 | 1306 | 1700 | 1308 | 392 | Total Saturation |
| 10 | 67 | 30 | 2 | 382 | 14 | 11 | 19 | 63 | 164 | 10 | 3 | Volume |
| 0.01 | 0.03 | 0.03 | 0.00 | 0.12 | 0.12 | 0.01 | 0.05 | 0.05 | 0.10 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.12 | V/C | | 0.05 | V/C | | 0.10 | 0.267 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.12 | RTOG | | 0.05 | RTOG | | 0.14 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.14 | RTOR | | 0.01 | RTOR | | 0.09 | |
| RTC | | 0.19 | RTC | | 0.22 | RTC | | 0.05 | RTC | | 0.21 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.10 | Addl ICU | | 0.00 | Addl ICU | | -0.20 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.32 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1623 | 77 | 850 | 1645 | 55 | Total Saturation |
| 29 | 100 | 56 | 1 | 594 | 54 | 9 | 42 | 2 | 200 | 90 | 3 | Volume |
| 0.03 | 0.06 | 0.07 | 0.00 | 0.35 | 0.06 | 0.01 | 0.03 | 0.03 | 0.24 | 0.05 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.35 | V/C | | 0.03 | V/C | | 0.24 | 0.645 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.38 | RTOG | | 0.35 | RTOG | | 0.03 | RTOG | | 0.25 | Right Turn Adjustment |
| RTOR | | 0.24 | RTOR | | 0.21 | RTOR | | 0.03 | RTOR | | 0.32 | |
| RTC | | 0.56 | RTC | | 0.50 | RTC | | 0.05 | RTC | | 0.49 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.44 | Addl ICU | | -0.03 | Addl ICU | | -0.44 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.69 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1200 | 500 | 15 | 1685 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 | Total Saturation |
| 0 | 72 | 30 | 1 | 112 | 0 | 0 | 0 | 0 | 122 | 0 | 1 | Volume |
| 0.00 | 0.06 | 0.06 | 0.07 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.07 | 0.138 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.07 | RTOG | | -0.07 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.07 | RTOR | | 0.00 | RTOR | | 0.01 | |
| RTC | | 0.05 | RTC | | 0.12 | RTC | | -0.07 | RTC | | 0.08 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.12 | Addl ICU | | 0.07 | Addl ICU | | -0.08 | |
| | | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.19 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1606 | 94 | 0 | 1691 | 9 | 0 | 1689 | 11 | 850 | 1700 | 0 | Total Saturation |
| 0 | 17 | 1 | 0 | 181 | 1 | 0 | 147 | 1 | 8 | 331 | 0 | Volume |
| 0.00 | 0.01 | 0.01 | 0.00 | 0.11 | 0.11 | 0.00 | 0.09 | 0.09 | 0.01 | 0.19 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.11 | V/C | | 0.00 | V/C | | 0.19 | 0.302 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.11 | RTOG | | 0.19 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.10 | |
| RTC | | 0.19 | RTC | | 0.11 | RTC | | 0.19 | RTC | | 0.27 | |
| Addl ICU | | -0.18 | Addl ICU | | 0.00 | Addl ICU | | -0.10 | Addl ICU | | -0.27 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.35 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 73 | 0 | 62 | 0 | 0 | 0 | 0 | 919 | 76 | 64 | 936 | 0 | Volume |
| 0.04 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.18 | 0.04 | 0.04 | 0.28 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.04 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.28 | | 0.318 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | -0.04 | | RTOG | 0.24 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.10 | | RTOR | 0.00 | | RTOR | 0.04 | | RTOR | 0.04 | | |
| RTC | 0.11 | | RTC | -0.04 | | RTC | 0.27 | | RTC | 0.31 | | |
| Addl ICU | -0.08 | | Addl ICU | 0.04 | | Addl ICU | -0.23 | | Addl ICU | -0.31 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.37 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 11 | 0 | 0 | 126 | 56 | 10 | 0 | 1 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.07 | 0.03 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.07 | V/C | | 0.01 | V/C | | 0.00 | 0.080 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.07 | RTOG | | 0.01 | RTOG | | -0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.07 | |
| RTC | | 0.08 | RTC | | 0.08 | RTC | | 0.01 | RTC | | 0.04 | |
| Addl ICU | | -0.08 | Addl ICU | | -0.05 | Addl ICU | | -0.01 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.13 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 850 | 0 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 89 | 0 | 134 | 0 | 0 | 184 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.08 | 0.00 | 0.00 | 0.11 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.11 | 0.108 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.11 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.02 | RTC | | 0.00 | RTC | | 0.11 | RTC | | 0.11 | |
| Addl ICU | | -0.02 | Addl ICU | | 0.10 | Addl ICU | | -0.11 | Addl ICU | | -0.11 | |
| | | 0.00 | | | 0.10 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.26 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 80 | 20 | 183 | 177 | 68 | 81 | 24 | 1246 | 81 | 115 | 1069 | 21 | Volume |
| 0.05 | 0.01 | 0.11 | 0.10 | 0.04 | 0.05 | 0.01 | 0.24 | 0.05 | 0.07 | 0.21 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.10 | V/C | | 0.24 | V/C | | 0.07 | 0.428 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.07 | RTOG | | 0.24 | RTOG | | 0.30 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.10 | RTOR | | 0.08 | RTOR | | 0.10 | |
| RTC | | 0.06 | RTC | | 0.15 | RTC | | 0.30 | RTC | | 0.38 | |
| Addl ICU | | 0.05 | Addl ICU | | -0.10 | Addl ICU | | -0.25 | Addl ICU | | -0.36 | |
| | | 0.05 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.52 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1.0 | 1.0 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 157 | 0 | 66 | 29 | 2210 | 0 | 0 | 1536 | 62 | Volume |
| 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.04 | 0.02 | 0.65 | 0.00 | 0.00 | 0.45 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.09 | V/C | | 0.65 | V/C | | 0.00 | 0.742 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.09 | RTOG | | 0.09 | RTOG | | 0.65 | RTOG | | 0.63 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.20 | RTOR | | 0.09 | RTOR | | 0.09 | |
| RTC | | -0.09 | RTC | | 0.24 | RTC | | 0.72 | RTC | | 0.70 | |
| Addl ICU | | 0.09 | Addl ICU | | -0.20 | Addl ICU | | -0.72 | Addl ICU | | -0.67 | |
| | | 0.09 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.88 | | | | | | | | | | | | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2017 – NO PROJECT
2012 MODIFIED PROJECT OPTION 2
PM PEAK HOUR**

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Impact Analysis Report
 Level Of Service

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|----------------|-------------|----------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #282 Jeffrey Rd & Portola Pkwy | B | xxxxx 0.636 | B | xxxxx 0.636 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | B | xxxxx 0.669 | B | xxxxx 0.669 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | B | xxxxx 0.627 | B | xxxxx 0.627 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | C | xxxxx 0.734 | C | xxxxx 0.734 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxx 0.480 | A | xxxxx 0.480 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | A | xxxxx 0.596 | A | xxxxx 0.596 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | C | xxxxx 0.716 | C | xxxxx 0.716 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | B | 19.1 0.704 | B | 19.1 0.704 | + 0.000 D/V |
| #304 Sand Canyon Ave & Marine Wy | E | xxxxx 0.922 | E | xxxxx 0.922 | + 0.000 V/C |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 18.2 0.786 | B | 18.2 0.786 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxx 1.122 | F | xxxxx 1.122 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 11.1 0.449 | B | 11.1 0.449 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 15.5 0.684 | B | 15.5 0.684 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | D | xxxxx 0.823 | D | xxxxx 0.823 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | A | xxxxx 0.593 | A | xxxxx 0.593 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxx 0.554 | A | xxxxx 0.554 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | C | xxxxx 0.702 | C | xxxxx 0.702 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | A | 5.8 0.660 | A | 5.8 0.660 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 22.1 0.830 | C | 22.1 0.830 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | D | xxxxx 0.839 | D | xxxxx 0.839 | + 0.000 V/C |
| #556 Ridge Valley & Portola Pkwy | B | xxxxx 0.676 | B | xxxxx 0.676 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 4.7 0.377 | A | 4.7 0.377 | + 0.000 V/C |
| #558 "O" St & Irvine Blvd | C | xxxxx 0.757 | C | xxxxx 0.757 | + 0.000 V/C |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #559 "O" St & Trabuco Rd | A xxxxxx | 0.586 | A xxxxxx | 0.586 | + 0.000 V/C |
| #560 "O" St & Marine Wy | A xxxxxx | 0.500 | A xxxxxx | 0.500 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | A xxxxxx | 0.541 | A xxxxxx | 0.541 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | A xxxxxx | 0.558 | A xxxxxx | 0.558 | + 0.000 V/C |
| #603 "O" St & "LN" St | C 16.6 | 0.153 | C 16.6 | 0.153 | + 0.000 D/V |
| #605 "O" St & "LQ" St | A 2.5 | 0.240 | A 2.5 | 0.240 | + 0.000 V/C |
| #608 "O" St & "LV" St | C 17.3 | 0.286 | C 17.3 | 0.286 | + 0.000 D/V |
| #626 "LY" St & "LQ" St | A 4.2 | 0.278 | A 4.2 | 0.278 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | B xxxxxx | 0.642 | B xxxxxx | 0.642 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A 9.8 | 0.017 | A 9.8 | 0.017 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A 3.7 | 0.232 | A 3.7 | 0.232 | + 0.000 V/C |
| #790 "Z" St & Irvine Blvd | B xxxxxx | 0.601 | B xxxxxx | 0.601 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D xxxxxx | 0.861 | D xxxxxx | 0.861 | + 0.000 V/C |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 2

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| #603 "O" St & "LN" St | No / No | ??? / ??? |
| #608 "O" St & "LV" St | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes (1-0-1-1-0), Final Volume (41, 276, 138, 4, 292, 26, 9, 13, 35, 55, 16, 2), and Approach Del (xxxxxx, 12.2, 16.6).

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=57]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=907]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=73]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=907]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|-----|--------------|-----|----|------------|----|----|------------|----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 41 | 276 | 138 | 4 | 292 | 26 | 9 | 13 | 35 | 55 | 16 | 2 | | | | | | |
| Major Street Volume: | 777 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 73 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 483 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #608 "O" St & "LV" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|-----|----|--------------|-----|---|------------|---|---|------------|-----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 327 | 84 | 1 | 335 | 0 | 0 | 0 | 0 | 0 | 116 | 0 | 0 | 2 | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 17.3 | | | | | | | | |

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=118]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=865]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #608 "O" St & "LV" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | | |
|----------------------------------|--------------|-----|----|--------------|-----|---|------------|---|---|------------|---|---|-----|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | | |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 327 | 84 | 1 | 335 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 0 | 0 | 2 | | | | | |
| Major Street Volume: | 747 | | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 118 | | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 384 | | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|-----|---|--------------|-----|----|------------|---|---|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 135 | 0 | 0 | 113 | 19 | 13 | 0 | 1 | 0 | 0 | 0 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.8 | | | xxxxxx | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=14]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=281]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|----|------------|---|-----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 135 | 0 | 0 | 0 | 0 | 113 | 19 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | | |
| Major Street Volume: | | | | | | | | | | | 267 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 14 | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | 942 | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 582 | 53 | 136 | 146 | 60 | 21 | 98 | 986 | 276 | 305 | 462 | 35 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 582 | 53 | 136 | 146 | 60 | 21 | 98 | 986 | 276 | 305 | 462 | 35 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 582 | 53 | 0 | 146 | 60 | 21 | 98 | 986 | 276 | 305 | 462 | 35 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 582 | 53 | 0 | 146 | 60 | 21 | 98 | 986 | 276 | 305 | 462 | 35 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 582 | 53 | 0 | 146 | 60 | 21 | 98 | 986 | 276 | 305 | 462 | 35 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.17 | 0.03 | 0.00 | 0.09 | 0.04 | 0.01 | 0.06 | 0.29 | 0.16 | 0.09 | 0.14 | 0.02 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.669
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 330 | 583 | 408 | 165 | 317 | 86 | 64 | 1320 | 251 | 292 | 1499 | 258 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 330 | 583 | 408 | 165 | 317 | 86 | 64 | 1320 | 251 | 292 | 1499 | 258 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 330 | 583 | 0 | 165 | 317 | 86 | 64 | 1320 | 251 | 292 | 1499 | 258 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 330 | 583 | 0 | 165 | 317 | 86 | 64 | 1320 | 251 | 292 | 1499 | 258 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 330 | 583 | 0 | 165 | 317 | 86 | 64 | 1320 | 251 | 292 | 1499 | 258 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.52 | 0.48 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4285 | 815 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.11 | 0.00 | 0.05 | 0.06 | 0.05 | 0.02 | 0.31 | 0.31 | 0.09 | 0.44 | 0.15 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.627 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 31 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 0 |

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 310 | 1024 | 424 | 65 | 617 | 198 | 182 | 237 | 207 | 124 | 204 | 80 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 310 | 1024 | 424 | 65 | 617 | 198 | 182 | 237 | 207 | 124 | 204 | 80 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 310 | 1024 | 424 | 65 | 617 | 198 | 182 | 237 | 207 | 124 | 204 | 80 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 310 | 1024 | 424 | 65 | 617 | 198 | 182 | 237 | 207 | 124 | 204 | 80 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 310 | 1024 | 424 | 65 | 617 | 198 | 182 | 237 | 207 | 124 | 204 | 80 |

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.12 | 0.88 | 2.00 | 3.00 | 1.00 | 1.00 | 1.07 | 0.93 | 2.00 | 0.72 | 0.28 |
| Final Sat.: | 3400 | 3607 | 1493 | 3400 | 5100 | 1700 | 1700 | 1815 | 1585 | 3400 | 1221 | 479 |

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.28 | 0.28 | 0.02 | 0.12 | 0.12 | 0.11 | 0.13 | 0.13 | 0.04 | 0.17 | 0.17 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.734
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 224 | 1771 | 482 | 76 | 879 | 114 | 292 | 552 | 157 | 211 | 455 | 178 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 224 | 1771 | 482 | 76 | 879 | 114 | 292 | 552 | 157 | 211 | 455 | 178 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 224 | 1771 | 482 | 76 | 879 | 114 | 292 | 552 | 157 | 211 | 455 | 178 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 224 | 1771 | 482 | 76 | 879 | 114 | 292 | 552 | 157 | 211 | 455 | 178 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 224 | 1771 | 482 | 76 | 879 | 114 | 292 | 552 | 157 | 211 | 455 | 178 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.36 | 0.64 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 4009 | 1091 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.44 | 0.44 | 0.02 | 0.17 | 0.07 | 0.09 | 0.16 | 0.09 | 0.06 | 0.13 | 0.10 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 23 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 500 | 0 | 345 | 0 | 0 | 0 | 0 | 761 | 159 | 201 | 594 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 500 | 0 | 345 | 0 | 0 | 0 | 0 | 761 | 159 | 201 | 594 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 500 | 0 | 345 | 0 | 0 | 0 | 0 | 761 | 0 | 201 | 594 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 500 | 0 | 345 | 0 | 0 | 0 | 0 | 761 | 0 | 201 | 594 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 500 | 0 | 345 | 0 | 0 | 0 | 0 | 761 | 0 | 201 | 594 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.15 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.06 | 0.17 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.596 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 29 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 1 | 2 |
| | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 399 | 704 | 469 | 84 | 396 | 129 | 130 | 1004 | 148 | 383 | 1399 | 392 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 399 | 704 | 469 | 84 | 396 | 129 | 130 | 1004 | 148 | 383 | 1399 | 392 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 399 | 704 | 469 | 84 | 396 | 129 | 130 | 1004 | 148 | 383 | 1399 | 392 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 399 | 704 | 469 | 84 | 396 | 129 | 130 | 1004 | 148 | 383 | 1399 | 392 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 399 | 704 | 469 | 84 | 396 | 129 | 130 | 1004 | 148 | 383 | 1399 | 392 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.12 | 0.14 | 0.14 | 0.02 | 0.12 | 0.08 | 0.04 | 0.15 | 0.09 | 0.11 | 0.27 | 0.23 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.716
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 550 | 2006 | 484 | 261 | 792 | 57 | 106 | 388 | 243 | 407 | 241 | 261 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 550 | 2006 | 484 | 261 | 792 | 57 | 106 | 388 | 243 | 407 | 241 | 261 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 550 | 2006 | 0 | 261 | 792 | 57 | 106 | 388 | 0 | 407 | 241 | 261 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 550 | 2006 | 0 | 261 | 792 | 57 | 106 | 388 | 0 | 407 | 241 | 261 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 550 | 2006 | 0 | 261 | 792 | 57 | 106 | 388 | 0 | 407 | 241 | 261 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.16 | 0.39 | 0.00 | 0.08 | 0.16 | 0.03 | 0.03 | 0.08 | 0.00 | 0.12 | 0.07 | 0.15 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 0 Average Delay (sec/veh): 19.1
Optimal Cycle: 77 Level Of Service: B

Table with 4 main columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors for each approach and movement.

Saturation Flow Module table with 12 columns representing saturation flow rates and adjustment factors.

Capacity Analysis Module table with 12 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Sand Canyon Ave & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.922
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 102 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | | |
| Rights: | Include | | | Include | | | Include | | | Include | | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 3420 | 451 | 167 | 1625 | 0 | 0 | 0 | 0 | 331 | 0 | 259 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 3420 | 451 | 167 | 1625 | 0 | 0 | 0 | 0 | 331 | 0 | 259 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 3420 | 451 | 167 | 1625 | 0 | 0 | 0 | 0 | 331 | 0 | 259 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3420 | 451 | 167 | 1625 | 0 | 0 | 0 | 0 | 331 | 0 | 259 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 3420 | 451 | 167 | 1625 | 0 | 0 | 0 | 0 | 331 | 0 | 259 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 5100 | 1700 | 3400 | 5100 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.67 | 0.27 | 0.05 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.15 |
| Crit Moves: | **** | | | **** | | | | | | **** | | |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 0 Average Delay (sec/veh): 18.2
Optimal Cycle: 106 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.122
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 165 | 1674 | 131 | 486 | 948 | 136 | 225 | 166 | 62 | 173 | 60 | 1331 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 165 | 1674 | 131 | 486 | 948 | 136 | 225 | 166 | 62 | 173 | 60 | 1331 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 165 | 1674 | 131 | 486 | 948 | 136 | 225 | 166 | 62 | 173 | 60 | 1331 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 165 | 1674 | 131 | 486 | 948 | 136 | 225 | 166 | 62 | 173 | 60 | 1331 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 165 | 1674 | 131 | 486 | 948 | 136 | 225 | 166 | 62 | 173 | 60 | 1331 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.62 | 0.38 | 2.00 | 0.73 | 0.27 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 4460 | 640 | 3400 | 1238 | 462 | 3400 | 1700 | 3400 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.33 | 0.08 | 0.29 | 0.21 | 0.21 | 0.07 | 0.13 | 0.13 | 0.05 | 0.04 | 0.39 |
| Crit Moves: | **** | | | **** | | | **** | | | | | **** |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 0 Average Delay (sec/veh): 11.1
Optimal Cycle: 41 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 0 Average Delay (sec/veh): 15.5
Optimal Cycle: 72 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.823
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 57 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 663 | 1197 | 169 | 177 | 515 | 669 | 634 | 838 | 270 | 127 | 1483 | 284 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 663 | 1197 | 169 | 177 | 515 | 669 | 634 | 838 | 270 | 127 | 1483 | 284 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 663 | 1197 | 0 | 177 | 515 | 0 | 634 | 838 | 270 | 127 | 1483 | 284 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 663 | 1197 | 0 | 177 | 515 | 0 | 634 | 838 | 270 | 127 | 1483 | 284 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 663 | 1197 | 0 | 177 | 515 | 0 | 634 | 838 | 270 | 127 | 1483 | 284 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.20 | 0.23 | 0.00 | 0.05 | 0.10 | 0.00 | 0.19 | 0.16 | 0.16 | 0.04 | 0.29 | 0.17 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 32 | 2087 | 293 | 28 | 1008 | 9 | 11 | 20 | 81 | 99 | 10 | 56 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 32 | 2087 | 293 | 28 | 1008 | 9 | 11 | 20 | 81 | 99 | 10 | 56 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 32 | 2087 | 0 | 28 | 1008 | 9 | 11 | 20 | 81 | 99 | 10 | 56 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 32 | 2087 | 0 | 28 | 1008 | 9 | 11 | 20 | 81 | 99 | 10 | 56 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 32 | 2087 | 0 | 28 | 1008 | 9 | 11 | 20 | 81 | 99 | 10 | 56 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.97 | 0.03 | 1.00 | 0.20 | 0.80 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 5055 | 45 | 1700 | 337 | 1363 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.41 | 0.00 | 0.02 | 0.20 | 0.20 | 0.01 | 0.06 | 0.06 | 0.06 | 0.01 | 0.03 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 26 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 20 | 1956 | 323 | 75 | 1419 | 8 | 47 | 24 | 126 | 241 | 12 | 120 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 1956 | 323 | 75 | 1419 | 8 | 47 | 24 | 126 | 241 | 12 | 120 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 1956 | 0 | 75 | 1419 | 8 | 47 | 24 | 0 | 241 | 12 | 120 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 1956 | 0 | 75 | 1419 | 8 | 47 | 24 | 0 | 241 | 12 | 120 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 20 | 1956 | 0 | 75 | 1419 | 8 | 47 | 24 | 0 | 241 | 12 | 120 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.98 | 0.02 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5071 | 29 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.38 | 0.00 | 0.02 | 0.28 | 0.28 | 0.03 | 0.01 | 0.00 | 0.07 | 0.01 | 0.07 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.702 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 37 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 26 | 1201 | 499 | 105 | 1079 | 471 | 932 | 532 | 9 | 188 | 284 | 96 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 26 | 1201 | 499 | 105 | 1079 | 471 | 932 | 532 | 9 | 188 | 284 | 96 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 26 | 1201 | 0 | 105 | 1079 | 0 | 932 | 532 | 9 | 188 | 284 | 96 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 1201 | 0 | 105 | 1079 | 0 | 932 | 532 | 9 | 188 | 284 | 96 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 26 | 1201 | 0 | 105 | 1079 | 0 | 932 | 532 | 9 | 188 | 284 | 96 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.97 | 0.03 | 2.00 | 1.49 | 0.51 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3343 | 57 | 3400 | 2541 | 859 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.24 | 0.00 | 0.03 | 0.21 | 0.00 | 0.27 | 0.16 | 0.16 | 0.06 | 0.11 | 0.11 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 0 Average Delay (sec/veh): 5.8
Optimal Cycle: 67 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 0 Average Delay (sec/veh): 22.1
Optimal Cycle: 134 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.839
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 62 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 25 | 3137 | 97 | 93 | 1449 | 24 | 79 | 6 | 48 | 49 | 2 | 92 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 25 | 3137 | 97 | 93 | 1449 | 24 | 79 | 6 | 48 | 49 | 2 | 92 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 25 | 3137 | 97 | 93 | 1449 | 24 | 79 | 6 | 48 | 49 | 2 | 92 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 25 | 3137 | 97 | 93 | 1449 | 24 | 79 | 6 | 48 | 49 | 2 | 92 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 25 | 3137 | 97 | 93 | 1449 | 24 | 79 | 6 | 48 | 49 | 2 | 92 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.91 | 0.09 | 1.00 | 3.00 | 1.00 | 1.00 | 0.11 | 0.89 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 4947 | 153 | 1700 | 5100 | 1700 | 1700 | 189 | 1511 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.63 | 0.63 | 0.05 | 0.28 | 0.01 | 0.05 | 0.03 | 0.03 | 0.03 | 0.00 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 115 | 82 | 279 | 29 | 58 | 15 | 7 | 1007 | 139 | 102 | 599 | 95 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 115 | 82 | 279 | 29 | 58 | 15 | 7 | 1007 | 139 | 102 | 599 | 95 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 115 | 82 | 279 | 29 | 58 | 15 | 7 | 1007 | 139 | 102 | 599 | 95 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 115 | 82 | 279 | 29 | 58 | 15 | 7 | 1007 | 139 | 102 | 599 | 95 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 115 | 82 | 279 | 29 | 58 | 15 | 7 | 1007 | 139 | 102 | 599 | 95 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.23 | 0.77 | 1.00 | 1.00 | 1.00 | 1.00 | 1.76 | 0.24 | 1.00 | 1.73 | 0.27 |
| Final Sat.: | 1700 | 386 | 1314 | 1700 | 1700 | 1700 | 1700 | 2988 | 412 | 1700 | 2935 | 465 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.21 | 0.21 | 0.02 | 0.03 | 0.01 | 0.00 | 0.34 | 0.34 | 0.06 | 0.20 | 0.20 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 4.7 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing traffic volumes and adjustment factors for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

PCE Module:

Table with 13 columns representing PCE volumes for AutoPCE, TruckPCE, ComboPCE, BicyclePCE, and AdjVolume.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics: CircVolume, MaxVolume, PedVolume, AdjMaxVol, ApproachVol, ApproachV/C, ApproachDel, ApproachLOS, and Queue.

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.757 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 44 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 3 | 2 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 259 | 223 | 63 | 64 | 132 | 282 | 434 | 1095 | 251 | 87 | 1580 | 149 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 259 | 223 | 63 | 64 | 132 | 282 | 434 | 1095 | 251 | 87 | 1580 | 149 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 259 | 223 | 63 | 64 | 132 | 0 | 434 | 1095 | 251 | 87 | 1580 | 149 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 259 | 223 | 63 | 64 | 132 | 0 | 434 | 1095 | 251 | 87 | 1580 | 149 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 259 | 223 | 63 | 64 | 132 | 0 | 434 | 1095 | 251 | 87 | 1580 | 149 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.56 | 0.44 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 2651 | 749 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.08 | 0.08 | 0.04 | 0.04 | 0.00 | 0.13 | 0.21 | 0.15 | 0.03 | 0.46 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing capacity analysis metrics.

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 24 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 213 | 0 | 191 | 248 | 343 | 0 | 0 | 304 | 246 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 213 | 0 | 191 | 248 | 343 | 0 | 0 | 304 | 246 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 213 | 0 | 191 | 248 | 343 | 0 | 0 | 304 | 246 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 213 | 0 | 191 | 248 | 343 | 0 | 0 | 304 | 246 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 213 | 0 | 191 | 248 | 343 | 0 | 0 | 304 | 246 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.11 | 0.15 | 0.20 | 0.00 | 0.00 | 0.18 | 0.14 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.541
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 26 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 325 | 22 | 75 | 25 | 62 | 109 | 24 | 941 | 261 | 31 | 485 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 325 | 22 | 75 | 25 | 62 | 109 | 24 | 941 | 261 | 31 | 485 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 325 | 22 | 75 | 25 | 62 | 109 | 24 | 941 | 261 | 31 | 485 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 325 | 22 | 75 | 25 | 62 | 109 | 24 | 941 | 261 | 31 | 485 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 325 | 22 | 75 | 25 | 62 | 109 | 24 | 941 | 261 | 31 | 485 | 5 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.23 | 0.77 | 1.00 | 0.36 | 0.64 | 1.00 | 2.00 | 1.00 | 1.00 | 1.98 | 0.02 |
| Final Sat.: | 3400 | 386 | 1314 | 1700 | 616 | 1084 | 1700 | 3400 | 1700 | 1700 | 3365 | 35 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.06 | 0.06 | 0.01 | 0.10 | 0.10 | 0.01 | 0.28 | 0.15 | 0.02 | 0.14 | 0.14 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.558 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 26 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 60 | 84 | 89 | 174 | 101 | 117 | 127 | 1095 | 68 | 164 | 1679 | 290 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 60 | 84 | 89 | 174 | 101 | 117 | 127 | 1095 | 68 | 164 | 1679 | 290 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 60 | 84 | 89 | 174 | 101 | 117 | 127 | 1095 | 68 | 164 | 1679 | 290 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 60 | 84 | 89 | 174 | 101 | 117 | 127 | 1095 | 68 | 164 | 1679 | 290 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 60 | 84 | 89 | 174 | 101 | 117 | 127 | 1095 | 68 | 164 | 1679 | 290 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.05 | 0.05 | 0.05 | 0.06 | 0.07 | 0.07 | 0.21 | 0.04 | 0.10 | 0.33 | 0.17 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C[16.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustment factors for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time values for each approach.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, move capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing LOS values, control delay, LOS by move, movement, shared capacity, shared queue, shared control delay, shared LOS, approach delay, and approach LOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 2.5 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 450 | 108 | 2 | 363 | 24 | 38 | 98 | 24 | 72 | 43 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 450 | 108 | 2 | 363 | 24 | 38 | 98 | 24 | 72 | 43 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 450 | 108 | 2 | 363 | 24 | 38 | 98 | 24 | 72 | 43 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 450 | 108 | 2 | 363 | 24 | 38 | 98 | 24 | 72 | 43 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 450 | 108 | 2 | 363 | 24 | 38 | 98 | 24 | 72 | 43 | 2 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|-----|---|-----|----|----|----|----|----|----|---|
| AutoPCE: | 0 | 450 | 108 | 2 | 363 | 24 | 38 | 98 | 24 | 72 | 43 | 2 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 450 | 108 | 2 | 363 | 24 | 38 | 98 | 24 | 72 | 43 | 2 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 138 | 115 | 437 | 488 |
| MaxVolume: | 2325 | 2341 | 964 | 936 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2325 | 2341 | 964 | 936 |
| ApproachVol: | 558 | 389 | 160 | 117 |
| ApproachV/C: | 0.24 | 0.17 | 0.17 | 0.12 |
| ApproachDel: | 2.0 | 1.8 | 4.5 | 4.4 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.9 | 0.6 | 0.6 | 0.4 |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C [17.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) across four directions.

Critical Gap Module: Table with 12 columns for critical gap and follow-up time components across four directions.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) across four directions.

Level of Service Module: Table with 12 columns for level of service components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) across four directions.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.2 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 146 | 5 | 0 | 131 | 1 | 1 | 312 | 0 | 6 | 234 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 146 | 5 | 0 | 131 | 1 | 1 | 312 | 0 | 6 | 234 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 146 | 5 | 0 | 131 | 1 | 1 | 312 | 0 | 6 | 234 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 146 | 5 | 0 | 131 | 1 | 1 | 312 | 0 | 6 | 234 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 146 | 5 | 0 | 131 | 1 | 1 | 312 | 0 | 6 | 234 | 0 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|---|---|-----|---|---|-----|---|---|-----|---|
| AutoPCE: | 1 | 146 | 5 | 0 | 131 | 1 | 1 | 312 | 0 | 6 | 234 | 0 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 146 | 5 | 0 | 131 | 1 | 1 | 312 | 0 | 6 | 234 | 0 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 313 | 241 | 137 | 148 |
| MaxVolume: | 1031 | 1070 | 1126 | 1120 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1031 | 1070 | 1126 | 1120 |
| ApproachVol: | 152 | 132 | 313 | 240 |
| ApproachV/C: | 0.15 | 0.12 | 0.28 | 0.21 |
| ApproachDel: | 4.1 | 3.8 | 4.4 | 4.1 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.5 | 0.4 | 1.1 | 0.8 |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.642
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 100 | 0 | 111 | 0 | 0 | 0 | 0 | 1083 | 82 | 148 | 1790 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 100 | 0 | 111 | 0 | 0 | 0 | 0 | 1083 | 82 | 148 | 1790 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 100 | 0 | 111 | 0 | 0 | 0 | 0 | 1083 | 82 | 148 | 1790 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 100 | 0 | 111 | 0 | 0 | 0 | 0 | 1083 | 82 | 148 | 1790 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 100 | 0 | 111 | 0 | 0 | 0 | 0 | 1083 | 82 | 148 | 1790 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.05 | 0.09 | 0.53 | 0.00 |
| Crit Moves: | | | **** | | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A[9.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustments for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns showing critical gap and follow-up time values.

Capacity Module table with 12 columns showing conflict volume, potential capacity, move capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 3.7 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 62 | 23 | 255 | 0 | 0 | 150 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 62 | 23 | 255 | 0 | 0 | 150 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 62 | 23 | 255 | 0 | 0 | 150 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 62 | 23 | 255 | 0 | 0 | 150 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 62 | 23 | 255 | 0 | 0 | 150 | 0 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|---|---|----|----|-----|---|---|-----|---|
| AutoPCE: | 0 | 0 | 0 | 0 | 0 | 62 | 23 | 255 | 0 | 0 | 150 | 0 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 0 | 0 | 62 | 23 | 255 | 0 | 0 | 150 | 0 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 278 | 150 | 0 | 23 |
| MaxVolume: | xxxxxx | 1119 | 1200 | 1188 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1119 | 1200 | 1188 |
| ApproachVol: | xxxxxx | 62 | 278 | 150 |
| ApproachV/C: | 1.00 | 0.06 | 0.23 | 0.13 |
| ApproachDel: | xxxxxx | 3.4 | 3.9 | 3.5 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.2 | 0.9 | 0.4 |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 106 | 46 | 146 | 67 | 35 | 49 | 47 | 1264 | 86 | 176 | 2029 | 108 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 106 | 46 | 146 | 67 | 35 | 49 | 47 | 1264 | 86 | 176 | 2029 | 108 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 106 | 46 | 146 | 67 | 35 | 49 | 47 | 1264 | 86 | 176 | 2029 | 108 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 106 | 46 | 146 | 67 | 35 | 49 | 47 | 1264 | 86 | 176 | 2029 | 108 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 106 | 46 | 146 | 67 | 35 | 49 | 47 | 1264 | 86 | 176 | 2029 | 108 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.03 | 0.09 | 0.04 | 0.02 | 0.03 | 0.03 | 0.25 | 0.05 | 0.10 | 0.40 | 0.06 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2017 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.861
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 69 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 71 | 0 | 40 | 79 | 1630 | 0 | 0 | 2458 | 182 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 71 | 0 | 40 | 79 | 1630 | 0 | 0 | 2458 | 182 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 71 | 0 | 40 | 79 | 1630 | 0 | 0 | 2458 | 182 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 71 | 0 | 40 | 79 | 1630 | 0 | 0 | 2458 | 182 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 71 | 0 | 40 | 79 | 1630 | 0 | 0 | 2458 | 182 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.02 | 0.05 | 0.48 | 0.00 | 0.00 | 0.72 | 0.11 |
| Crit Moves: | | | | **** | | | **** | | | **** | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |

Clearance Interval

0.05

TOTAL CAPACITY UTILIZATION

0.05

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 2.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 2.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 2.00 | RTOG | | -2.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 2.00 | RTOR | | 2.00 | |
| RTC | | 2.00 | RTC | | -2.00 | RTC | | 1.50 | RTC | | 1.50 | |
| Addl ICU | | -2.00 | Addl ICU | | 2.00 | Addl ICU | | -1.50 | Addl ICU | | -1.50 | |
| | | 0.00 | | | 2.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 4.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.05 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.05 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 582 | 53 | 136 | 146 | 60 | 21 | 98 | 986 | 276 | 305 | 462 | 35 | Volume |
| 0.17 | 0.03 | 0.00 | 0.09 | 0.04 | 0.01 | 0.06 | 0.29 | 0.16 | 0.09 | 0.14 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.17 | V/C | | 0.04 | V/C | | 0.29 | V/C | | 0.09 | 0.586 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.04 | RTOG | | 0.29 | RTOG | | 0.32 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.24 | RTOR | | 0.17 | RTOR | | 0.18 | |
| RTC | | 0.19 | RTC | | 0.22 | RTC | | 0.42 | RTC | | 0.45 | |
| Addl ICU | | -0.19 | Addl ICU | | -0.21 | Addl ICU | | -0.26 | Addl ICU | | -0.43 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.64 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 0 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 4285 | 815 | 3400 | 3400 | 1700 | Total Saturation |
| 330 | 583 | 408 | 165 | 317 | 86 | 64 | 1320 | 251 | 292 | 1499 | 258 | Volume |
| 0.10 | 0.11 | 0.00 | 0.05 | 0.06 | 0.05 | 0.02 | 0.31 | 0.31 | 0.09 | 0.44 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.11 | | V/C | 0.05 | | V/C | 0.02 | | V/C | 0.44 | | 0.623 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.11 | | RTOG | 0.07 | | RTOG | 0.37 | | RTOG | 0.44 | | Right Turn Adjustment |
| RTOR | 0.15 | | RTOR | 0.02 | | RTOR | 0.10 | | RTOR | 0.05 | | |
| RTC | 0.23 | | RTC | 0.08 | | RTC | 0.45 | | RTC | 0.48 | | |
| Addl ICU | -0.23 | | Addl ICU | -0.03 | | Addl ICU | -0.14 | | Addl ICU | -0.33 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.67 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3607 | 1493 | 3400 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 1700 | 1700 | Total Saturation |
| 310 | 1024 | 424 | 65 | 617 | 198 | 182 | 237 | 207 | 124 | 204 | 80 | Volume |
| 0.09 | 0.28 | 0.28 | 0.02 | 0.12 | 0.12 | 0.11 | 0.07 | 0.12 | 0.04 | 0.12 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.28 | | V/C | 0.02 | | V/C | 0.11 | | V/C | 0.12 | | 0.530 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.28 | | RTOG | 0.21 | | RTOG | 0.19 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.11 | | RTOR | 0.18 | | RTOR | 0.02 | | |
| RTC | 0.40 | | RTC | 0.29 | | RTC | 0.33 | | RTC | 0.13 | | |
| Addl ICU | -0.12 | | Addl ICU | -0.18 | | Addl ICU | -0.21 | | Addl ICU | -0.09 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.58 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 224 | 1771 | 482 | 76 | 879 | 114 | 292 | 552 | 157 | 211 | 455 | 178 | Volume |
| 0.07 | 0.35 | 0.28 | 0.02 | 0.17 | 0.07 | 0.09 | 0.16 | 0.09 | 0.06 | 0.13 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.35 | | V/C | 0.02 | | V/C | 0.16 | | V/C | 0.06 | | 0.594 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.35 | | RTOG | 0.30 | | RTOG | 0.16 | | RTOG | 0.14 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.09 | | RTOR | 0.20 | | RTOR | 0.02 | | |
| RTC | 0.39 | | RTC | 0.37 | | RTC | 0.31 | | RTC | 0.16 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.30 | | Addl ICU | -0.22 | | Addl ICU | -0.05 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.64 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 500 | 0 | 345 | 0 | 0 | 0 | 0 | 761 | 159 | 201 | 594 | 0 | Volume |
| 0.15 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.06 | 0.17 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.15 | | V/C | 0.00 | | V/C | 0.22 | | V/C | 0.06 | | 0.430 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.15 | | RTOG | -0.15 | | RTOG | 0.22 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.11 | | RTOR | 0.15 | | RTOR | 0.15 | | |
| RTC | 0.19 | | RTC | -0.07 | | RTC | 0.33 | | RTC | 0.39 | | |
| Addl ICU | -0.09 | | Addl ICU | 0.07 | | Addl ICU | -0.33 | | Addl ICU | -0.39 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.48 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 399 | 704 | 469 | 84 | 396 | 129 | 130 | 1004 | 148 | 383 | 1399 | 392 | Volume |
| 0.12 | 0.14 | 0.14 | 0.02 | 0.12 | 0.08 | 0.04 | 0.15 | 0.09 | 0.11 | 0.27 | 0.23 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.12 | | V/C | 0.12 | | V/C | 0.04 | | V/C | 0.27 | | 0.546 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.21 | | RTOG | 0.12 | | RTOG | 0.20 | | RTOG | 0.27 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.04 | | RTOR | 0.12 | | RTOR | 0.10 | | |
| RTC | 0.33 | | RTC | 0.15 | | RTC | 0.29 | | RTC | 0.35 | | |
| Addl ICU | -0.19 | | Addl ICU | -0.07 | | Addl ICU | -0.20 | | Addl ICU | -0.12 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.60 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 550 | 2006 | 484 | 261 | 792 | 57 | 106 | 388 | 243 | 407 | 241 | 261 | Volume |
| 0.16 | 0.39 | 0.00 | 0.08 | 0.16 | 0.03 | 0.03 | 0.08 | 0.00 | 0.12 | 0.05 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.39 | V/C | | 0.08 | V/C | | 0.08 | V/C | | 0.12 | 0.666 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.39 | RTOG | | 0.31 | RTOG | | 0.08 | RTOG | | 0.16 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.15 | RTOR | | 0.31 | RTOR | | 0.08 | |
| RTC | | 0.48 | RTC | | 0.42 | RTC | | 0.31 | RTC | | 0.22 | |
| Addl ICU | | -0.48 | Addl ICU | | -0.39 | Addl ICU | | -0.31 | Addl ICU | | -0.07 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.72 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 1 | 4 | 1 | 1.5 | 0.5 | 2 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 1700 | 6800 | 1700 | 3329 | 71 | 3400 | 1700 | 1133 | 567 | Total Saturation |
| 862 | 2770 | 59 | 11 | 1400 | 269 | 513 | 11 | 382 | 7 | 8 | 4 | Volume |
| 0.25 | 0.54 | 0.03 | 0.01 | 0.21 | 0.16 | 0.15 | 0.15 | 0.11 | 0.00 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.54 | V/C | | 0.01 | V/C | | 0.15 | V/C | | 0.01 | 0.711 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.54 | RTOG | | 0.30 | RTOG | | 0.16 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.15 | RTOR | | 0.34 | RTOR | | 0.01 | |
| RTC | | 0.55 | RTC | | 0.41 | RTC | | 0.41 | RTC | | 0.01 | |
| Addl ICU | | -0.51 | Addl ICU | | -0.25 | Addl ICU | | -0.30 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #304 Sand Canyon Ave (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 1700 | 3400 | 5100 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | Total Saturation |
| 0 | 3420 | 451 | 167 | 1625 | 0 | 0 | 0 | 0 | 331 | 0 | 259 | Volume |
| 0.00 | 0.67 | 0.27 | 0.05 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.67 | V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.10 | 0.817 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.67 | RTOG | | 0.72 | RTOG | | -0.10 | RTOG | | 0.10 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.10 | RTOR | | 0.40 | RTOR | | 0.05 | |
| RTC | | 0.74 | RTC | | 0.79 | RTC | | 0.20 | RTC | | 0.13 | |
| Addl ICU | | -0.48 | Addl ICU | | -0.79 | Addl ICU | | -0.20 | Addl ICU | | 0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.02 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.89 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 3350 | 369 | 643 | 1349 | 0 | 509 | 0 | 279 | 0 | 0 | 0 | Volume |
| 0.00 | 0.49 | 0.22 | 0.19 | 0.20 | 0.00 | 0.12 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.49 | V/C | | 0.19 | V/C | | 0.12 | V/C | | 0.00 | 0.802 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.49 | RTOG | | 0.68 | RTOG | | 0.12 | RTOG | | -0.12 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.12 | RTOR | | 0.48 | RTOR | | 0.19 | |
| RTC | | 0.58 | RTC | | 0.77 | RTC | | 0.48 | RTC | | 0.02 | |
| Addl ICU | | -0.37 | Addl ICU | | -0.77 | Addl ICU | | -0.37 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.85 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4947 | 153 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 25 | 3137 | 97 | 93 | 1449 | 24 | 79 | 6 | 48 | 49 | 2 | 92 | Volume |
| 0.01 | 0.63 | 0.63 | 0.05 | 0.28 | 0.01 | 0.05 | 0.00 | 0.03 | 0.03 | 0.00 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.63 | V/C | | 0.05 | V/C | | 0.05 | V/C | | 0.00 | 0.736 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.63 | RTOG | | 0.67 | RTOG | | 0.02 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.05 | RTOR | | 0.40 | RTOR | | 0.05 | |
| RTC | | 0.67 | RTC | | 0.71 | RTC | | 0.32 | RTC | | 0.04 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.69 | Addl ICU | | -0.29 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.80 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 2550 | 2550 | Total Saturation |
| 165 | 1674 | 131 | 486 | 948 | 136 | 225 | 166 | 62 | 173 | 60 | 1331 | Volume |
| 0.10 | 0.33 | 0.08 | 0.14 | 0.19 | 0.08 | 0.07 | 0.10 | 0.04 | 0.05 | 0.02 | 0.52 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.33 | | V/C | 0.14 | | V/C | 0.10 | | V/C | 0.05 | | 0.620 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.33 | | RTOG | 0.37 | | RTOG | 0.10 | | RTOG | 0.08 | | Right Turn Adjustment |
| RTOR | 0.05 | | RTOR | 0.13 | | RTOR | 0.29 | | RTOR | 0.14 | | |
| RTC | 0.37 | | RTC | 0.47 | | RTC | 0.31 | | RTC | 0.19 | | |
| Addl ICU | -0.29 | | Addl ICU | -0.39 | | Addl ICU | -0.28 | | Addl ICU | 0.33 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.33 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 1.00 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 104 | 0 | 225 | 0 | 1391 | 173 | 214 | 1919 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.07 | 0.00 | 0.20 | 0.10 | 0.13 | 0.38 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.38 | 0.437 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.06 | RTOG | | 0.06 | RTOG | | 0.25 | RTOG | | 0.38 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.06 | |
| RTC | | 0.07 | RTC | | 0.06 | RTC | | 0.30 | RTC | | 0.42 | |
| Addl ICU | | -0.07 | Addl ICU | | 0.01 | Addl ICU | | -0.19 | Addl ICU | | -0.42 | |
| | | 0.00 | | | 0.01 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.49 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4726 | 374 | Total Saturation |
| 220 | 0 | 439 | 0 | 0 | 0 | 0 | 1298 | 299 | 0 | 1961 | 155 | Volume |
| 0.13 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.38 | 0.00 | 0.00 | 0.41 | 0.41 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.41 | 0.544 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | -0.13 | RTOG | | 0.41 | RTOG | | 0.41 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.00 | RTOR | | 0.13 | RTOR | | 0.13 | |
| RTC | | 0.15 | RTC | | -0.13 | RTC | | 0.51 | RTC | | 0.51 | |
| Addl ICU | | 0.10 | Addl ICU | | 0.13 | Addl ICU | | -0.51 | Addl ICU | | -0.10 | |
| | | 0.10 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 663 | 1197 | 169 | 177 | 515 | 669 | 634 | 838 | 270 | 127 | 1483 | 284 | Volume |
| 0.20 | 0.23 | 0.00 | 0.05 | 0.10 | 0.00 | 0.19 | 0.16 | 0.16 | 0.04 | 0.29 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.23 | V/C | | 0.05 | V/C | | 0.19 | V/C | | 0.29 | 0.764 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.09 | RTOG | | 0.44 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.31 | RTOR | | 0.19 | RTOR | | 0.19 | RTOR | | 0.05 | |
| RTC | | 0.47 | RTC | | 0.23 | RTC | | 0.58 | RTC | | 0.33 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.23 | Addl ICU | | -0.42 | Addl ICU | | -0.16 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.81 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5055 | 45 | 1700 | 337 | 1363 | 1700 | 1700 | 1700 | Total Saturation |
| 32 | 2087 | 293 | 28 | 1008 | 9 | 11 | 20 | 81 | 99 | 10 | 56 | Volume |
| 0.02 | 0.41 | 0.00 | 0.02 | 0.20 | 0.20 | 0.01 | 0.06 | 0.06 | 0.06 | 0.01 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.02 | V/C | | 0.06 | V/C | | 0.06 | 0.543 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.41 | RTOG | | 0.06 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.11 | RTOR | | 0.23 | RTOR | | 0.02 | |
| RTC | | 0.45 | RTC | | 0.49 | RTC | | 0.23 | RTC | | 0.12 | |
| Addl ICU | | -0.45 | Addl ICU | | -0.29 | Addl ICU | | -0.17 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.59 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5071 | 29 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 20 | 1956 | 323 | 75 | 1419 | 8 | 47 | 24 | 126 | 241 | 12 | 120 | Volume |
| 0.01 | 0.38 | 0.00 | 0.02 | 0.28 | 0.28 | 0.03 | 0.01 | 0.00 | 0.07 | 0.01 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.38 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.07 | 0.491 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.38 | RTOG | | 0.39 | RTOG | | 0.01 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.08 | RTOR | | 0.13 | RTOR | | 0.02 | |
| RTC | | 0.44 | RTC | | 0.45 | RTC | | 0.11 | RTC | | 0.07 | |
| Addl ICU | | -0.44 | Addl ICU | | -0.17 | Addl ICU | | -0.11 | Addl ICU | | 0.00 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.54 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2541 | 859 | Total Saturation |
| 26 | 1201 | 499 | 105 | 1079 | 471 | 932 | 532 | 9 | 188 | 284 | 96 | Volume |
| 0.02 | 0.24 | 0.00 | 0.03 | 0.21 | 0.00 | 0.27 | 0.16 | 0.01 | 0.06 | 0.11 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.24 | V/C | | 0.03 | V/C | | 0.27 | V/C | | 0.11 | 0.652 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.25 | RTOG | | 0.33 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.23 | RTOR | | 0.27 | RTOR | | 0.05 | RTOR | | 0.03 | |
| RTC | | 0.41 | RTC | | 0.46 | RTC | | 0.37 | RTC | | 0.13 | |
| Addl ICU | | -0.41 | Addl ICU | | -0.46 | Addl ICU | | -0.37 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 2550 | 0 | 2550 | Total Saturation |
| 0 | 2934 | 1288 | 0 | 1172 | 0 | 0 | 0 | 0 | 124 | 0 | 266 | Volume |
| 0.00 | 0.58 | 0.00 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.58 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.05 | 0.624 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.58 | RTOG | | 0.58 | RTOG | | -0.05 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.35 | RTOR | | 0.00 | |
| RTC | | 0.61 | RTC | | 0.61 | RTC | | 0.21 | RTC | | 0.05 | |
| Addl ICU | | -0.61 | Addl ICU | | -0.61 | Addl ICU | | -0.21 | Addl ICU | | 0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.06 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.73 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 2005 | 0 | 0 | 797 | 616 | 2330 | 0 | 326 | 0 | 0 | 0 | Volume |
| 0.00 | 0.39 | 0.00 | 0.00 | 0.16 | 0.00 | 0.46 | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.39 | V/C | | 0.00 | V/C | | 0.46 | V/C | | 0.00 | 0.850 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.39 | RTOG | | 0.39 | RTOG | | 0.46 | RTOG | | -0.46 | Right Turn Adjustment |
| RTOR | | 0.46 | RTOR | | 0.46 | RTOR | | 0.24 | RTOR | | 0.00 | |
| RTC | | 0.74 | RTC | | 0.74 | RTC | | 0.63 | RTC | | -0.46 | |
| Addl ICU | | -0.74 | Addl ICU | | -0.74 | Addl ICU | | -0.44 | Addl ICU | | 0.46 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.90 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 386 | 1314 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 115 | 82 | 279 | 29 | 58 | 15 | 7 | 1007 | 139 | 102 | 599 | 95 | Volume |
| 0.07 | 0.21 | 0.21 | 0.02 | 0.03 | 0.01 | 0.00 | 0.30 | 0.08 | 0.06 | 0.18 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.21 | V/C | | 0.03 | V/C | | 0.30 | V/C | | 0.06 | 0.603 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.03 | RTOG | | 0.30 | RTOG | | 0.35 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.18 | RTOR | | 0.20 | RTOR | | -0.11 | |
| RTC | | 0.26 | RTC | | 0.17 | RTC | | 0.44 | RTC | | 0.27 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.16 | Addl ICU | | -0.36 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.65 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 482 | 1218 | 850 | 294 | 1406 | Total Saturation |
| 22 | 247 | 1 | 93 | 250 | 100 | 144 | 34 | 86 | 2 | 24 | 115 | Volume |
| 0.03 | 0.15 | 0.00 | 0.11 | 0.15 | 0.12 | 0.17 | 0.07 | 0.07 | 0.00 | 0.08 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.15 | V/C | | 0.11 | V/C | | 0.17 | V/C | | 0.08 | 0.506 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.23 | RTOG | | 0.25 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.17 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | 0.28 | RTC | | 0.36 | RTC | | 0.33 | RTC | | 0.16 | |
| Addl ICU | | -0.28 | Addl ICU | | -0.24 | Addl ICU | | -0.26 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.56 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 259 | 223 | 63 | 64 | 132 | 282 | 434 | 1095 | 251 | 87 | 1580 | 149 | Volume |
| 0.08 | 0.07 | 0.04 | 0.04 | 0.04 | 0.00 | 0.13 | 0.21 | 0.15 | 0.03 | 0.46 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.08 | | V/C | 0.04 | | V/C | 0.13 | | V/C | 0.46 | | 0.707 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.08 | | RTOG | 0.04 | | RTOG | 0.57 | | RTOG | 0.46 | | Right Turn Adjustment |
| RTOR | 0.38 | | RTOR | 0.13 | | RTOR | 0.08 | | RTOR | 0.05 | | |
| RTC | 0.36 | | RTC | 0.13 | | RTC | 0.62 | | RTC | 0.50 | | |
| Addl ICU | -0.32 | | Addl ICU | -0.13 | | Addl ICU | -0.48 | | Addl ICU | -0.41 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1562 | 138 | 1700 | 1700 | 1700 | 3400 | 2355 | 1045 | 1700 | 3101 | 299 | Total Saturation |
| 178 | 159 | 14 | 39 | 164 | 511 | 565 | 451 | 200 | 15 | 404 | 39 | Volume |
| 0.10 | 0.10 | 0.10 | 0.02 | 0.10 | 0.30 | 0.17 | 0.19 | 0.19 | 0.01 | 0.13 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.10 | V/C | | 0.10 | V/C | | 0.17 | V/C | | 0.13 | 0.498 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.10 | RTOG | | 0.29 | RTOG | | 0.13 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.17 | RTOR | | 0.10 | RTOR | | 0.10 | |
| RTC | | 0.26 | RTC | | 0.22 | RTC | | 0.37 | RTC | | 0.20 | |
| Addl ICU | | -0.16 | Addl ICU | | 0.08 | Addl ICU | | -0.17 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.08 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.63 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1700 | 1700 | Total Saturation |
| 0 | 0 | 0 | 213 | 0 | 191 | 248 | 343 | 0 | 0 | 304 | 246 | Volume |
| 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.11 | 0.15 | 0.20 | 0.00 | 0.00 | 0.18 | 0.14 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.13 | V/C | | 0.15 | V/C | | 0.18 | 0.450 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.13 | RTOG | | 0.13 | RTOG | | 0.32 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.15 | RTOR | | 0.13 | RTOR | | 0.13 | |
| RTC | | -0.03 | RTC | | 0.23 | RTC | | 0.42 | RTC | | 0.27 | |
| Addl ICU | | 0.03 | Addl ICU | | -0.12 | Addl ICU | | -0.42 | Addl ICU | | -0.13 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.50 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.000 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.05 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 386 | 1314 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 325 | 22 | 75 | 25 | 62 | 109 | 24 | 941 | 261 | 31 | 485 | 5 | Volume |
| 0.10 | 0.06 | 0.06 | 0.01 | 0.04 | 0.06 | 0.01 | 0.28 | 0.15 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.10 | | V/C | 0.04 | | V/C | 0.28 | | V/C | 0.02 | | 0.427 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.04 | | RTOG | 0.28 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.02 | | RTOR | 0.15 | | RTOR | 0.10 | | RTOR | 0.08 | | |
| RTC | 0.13 | | RTC | 0.15 | | RTC | 0.35 | | RTC | 0.34 | | |
| Addl ICU | -0.07 | | Addl ICU | -0.09 | | Addl ICU | -0.19 | | Addl ICU | -0.33 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.48 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 60 | 84 | 89 | 174 | 101 | 117 | 127 | 1095 | 68 | 164 | 1679 | 290 | Volume |
| 0.04 | 0.05 | 0.05 | 0.05 | 0.06 | 0.07 | 0.07 | 0.21 | 0.04 | 0.10 | 0.33 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.05 | | V/C | 0.07 | | V/C | 0.33 | | 0.505 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.05 | | RTOG | 0.07 | | RTOG | 0.31 | | RTOG | 0.33 | | Right Turn Adjustment |
| RTOR | 0.19 | | RTOR | 0.07 | | RTOR | 0.04 | | RTOR | 0.05 | | |
| RTC | 0.19 | | RTC | 0.12 | | RTC | 0.34 | | RTC | 0.37 | | |
| Addl ICU | -0.14 | | Addl ICU | -0.05 | | Addl ICU | -0.30 | | Addl ICU | -0.20 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.55 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2267 | 1133 | 1700 | 3122 | 278 | 1700 | 460 | 1240 | 1700 | 1511 | 189 | Total Saturation |
| 41 | 276 | 138 | 4 | 292 | 26 | 9 | 13 | 35 | 55 | 16 | 2 | Volume |
| 0.02 | 0.12 | 0.12 | 0.00 | 0.09 | 0.09 | 0.01 | 0.03 | 0.03 | 0.03 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.09 | V/C | | 0.03 | V/C | | 0.03 | 0.178 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.09 | RTOG | | 0.03 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.05 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.14 | RTC | | 0.13 | RTC | | 0.05 | RTC | | 0.05 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.04 | Addl ICU | | -0.02 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.23 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1366 | 334 | 850 | 1624 | 76 | Total Saturation |
| 0 | 450 | 108 | 2 | 363 | 24 | 38 | 98 | 24 | 72 | 43 | 2 | Volume |
| 0.00 | 0.26 | 0.13 | 0.00 | 0.21 | 0.03 | 0.04 | 0.07 | 0.07 | 0.08 | 0.03 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.26 | V/C | | 0.00 | V/C | | 0.07 | V/C | | 0.08 | 0.424 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.26 | RTOG | | 0.27 | RTOG | | 0.07 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.13 | RTOR | | 0.05 | RTOR | | 0.00 | |
| RTC | | 0.33 | RTC | | 0.36 | RTC | | 0.11 | RTC | | 0.11 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.34 | Addl ICU | | -0.04 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.47 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1353 | 347 | 5 | 1695 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 | Total Saturation |
| 0 | 327 | 84 | 1 | 335 | 0 | 0 | 0 | 0 | 116 | 0 | 2 | Volume |
| 0.00 | 0.24 | 0.24 | 0.20 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.20 | V/C | | 0.00 | V/C | | 0.07 | 0.266 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.20 | RTOG | | -0.07 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.07 | RTOR | | 0.00 | RTOR | | -0.04 | |
| RTC | | 0.05 | RTC | | 0.25 | RTC | | -0.07 | RTC | | 0.04 | |
| Addl ICU | | 0.19 | Addl ICU | | -0.25 | Addl ICU | | 0.07 | Addl ICU | | -0.03 | |
| | | 0.19 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | | 0.51 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1644 | 56 | 0 | 1687 | 13 | 850 | 1700 | 0 | 850 | 1700 | 0 | Total Saturation |
| 1 | 146 | 5 | 0 | 131 | 1 | 1 | 312 | 0 | 6 | 234 | 0 | Volume |
| 0.00 | 0.09 | 0.09 | 0.00 | 0.08 | 0.08 | 0.00 | 0.18 | 0.00 | 0.01 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.09 | V/C | | 0.00 | V/C | | 0.18 | V/C | | 0.01 | 0.279 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.09 | RTOG | | 0.18 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.05 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.09 | RTC | | 0.13 | RTC | | 0.19 | RTC | | 0.19 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.05 | Addl ICU | | -0.19 | Addl ICU | | -0.19 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.33 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 100 | 0 | 111 | 0 | 0 | 0 | 0 | 1083 | 82 | 148 | 1790 | 0 | Volume |
| 0.06 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.05 | 0.09 | 0.53 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.06 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.53 | | 0.585 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.06 | | RTOG | -0.06 | | RTOG | 0.44 | | RTOG | 0.53 | | Right Turn Adjustment |
| RTOR | 0.31 | | RTOR | 0.00 | | RTOR | 0.06 | | RTOR | 0.06 | | |
| RTC | 0.29 | | RTC | -0.06 | | RTC | 0.48 | | RTC | 0.57 | | |
| Addl ICU | -0.23 | | Addl ICU | 0.06 | | Addl ICU | -0.44 | | Addl ICU | -0.57 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 135 | 0 | 0 | 113 | 19 | 13 | 0 | 1 | 0 | 0 | 0 | Volume |
| 0.00 | 0.08 | 0.00 | 0.00 | 0.07 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.08 | V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.00 | 0.087 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | 0.08 | RTOG | | 0.01 | RTOG | | -0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.09 | RTC | | 0.09 | RTC | | 0.02 | RTC | | -0.01 | |
| Addl ICU | | -0.09 | Addl ICU | | -0.07 | Addl ICU | | -0.02 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.14 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 850 | 141 | 1559 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 62 | 23 | 255 | 0 | 0 | 150 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.16 | 0.16 | 0.00 | 0.00 | 0.09 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.16 | V/C | | 0.09 | 0.252 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.25 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.16 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.07 | RTC | | 0.12 | RTC | | 0.25 | RTC | | 0.09 | |
| Addl ICU | | -0.07 | Addl ICU | | -0.05 | Addl ICU | | -0.25 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.30 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 106 | 46 | 146 | 67 | 35 | 49 | 47 | 1264 | 86 | 176 | 2029 | 108 | Volume |
| 0.06 | 0.03 | 0.09 | 0.04 | 0.02 | 0.03 | 0.03 | 0.25 | 0.05 | 0.10 | 0.40 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.06 | | V/C | 0.02 | | V/C | 0.03 | | V/C | 0.40 | | 0.508 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | 0.02 | | RTOG | 0.32 | | RTOG | 0.40 | | Right Turn Adjustment |
| RTOR | 0.18 | | RTOR | 0.03 | | RTOR | 0.06 | | RTOR | 0.06 | | |
| RTC | 0.18 | | RTC | 0.04 | | RTC | 0.37 | | RTC | 0.44 | | |
| Addl ICU | -0.09 | | Addl ICU | -0.01 | | Addl ICU | -0.32 | | Addl ICU | -0.38 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.56 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1.0 | 1.0 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 71 | 0 | 40 | 79 | 1630 | 0 | 0 | 2458 | 182 | Volume |
| 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.02 | 0.05 | 0.48 | 0.00 | 0.00 | 0.72 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.04 | | V/C | 0.05 | | V/C | 0.72 | | 0.811 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.04 | | RTOG | 0.04 | | RTOG | 0.77 | | RTOG | 0.72 | | Right Turn Adjustment |
| RTOR | 0.29 | | RTOR | 0.05 | | RTOR | 0.04 | | RTOR | 0.04 | | |
| RTC | 0.18 | | RTC | 0.08 | | RTC | 0.80 | | RTC | 0.75 | | |
| Addl ICU | -0.18 | | Addl ICU | -0.05 | | Addl ICU | -0.80 | | Addl ICU | -0.65 | | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.86 | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2017 – WITH PROJECT
2011 APPROVED PROJECT
AM PEAK HOUR**

IUSD High School #5 TIA
Year 2017 With Project
2011 Approved Project

Impact Analysis Report
Level Of Service

| Intersection | LOS | Base | | LOS | Future | | Change in | |
|-------------------------------------|-----|-------------|---------|-----|-------------|---------|--------------|-----|
| | | Del/ Veh | V/ C | | Del/ Veh | V/ C | | |
| # 1 "B" St & Driveway 1 | A | 9.1 | 0.019 | A | 9.1 | 0.019 | + 0.000 | D/V |
| # 2 "B" St & Driveway 2 | A | 9.0 | 0.076 | A | 9.0 | 0.076 | + 0.000 | D/V |
| # 3 Driveway 3 & "LQ" St | A | 9.0 | 0.038 | A | 9.0 | 0.038 | + 0.000 | D/V |
| # 4 Driveway 4 & "LQ" St | A | 9.8 | 0.052 | A | 9.8 | 0.052 | + 0.000 | D/V |
| # 5 "LQ" St & Driveway 5 | A | 9.0 | 0.072 | A | 9.0 | 0.072 | + 0.000 | D/V |
| # 6 "LQ" St & Driveway 6 | B | 10.4 | 0.194 | B | 10.4 | 0.194 | + 0.000 | D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 | D/V |
| #282 Jeffrey Rd & Portola Pkwy | A | xxxxxx | 0.584 | A | xxxxxx | 0.584 | + 0.000 | V/C |
| #283 Jeffrey Rd & Irvine Blvd | B | xxxxxx | 0.668 | B | xxxxxx | 0.668 | + 0.000 | V/C |
| #284 Jeffrey Rd & Bryan Ave | C | xxxxxx | 0.719 | C | xxxxxx | 0.719 | + 0.000 | V/C |
| #285 Jeffrey Rd & Trabuco Rd | B | xxxxxx | 0.634 | B | xxxxxx | 0.634 | + 0.000 | V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx | 0.374 | A | xxxxxx | 0.374 | + 0.000 | V/C |
| #301 Sand Canyon Ave & Irvine Blvd | C | xxxxxx | 0.786 | C | xxxxxx | 0.786 | + 0.000 | V/C |
| #302 Sand Canyon Ave & Trabuco Rd | C | xxxxxx | 0.773 | C | xxxxxx | 0.773 | + 0.000 | V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | B | 14.7 | 0.705 | B | 14.7 | 0.705 | + 0.000 | D/V |
| #304 Sand Canyon Ave & Marine Wy | D | xxxxxx | 0.855 | D | xxxxxx | 0.855 | + 0.000 | V/C |
| #305 Sand Canyon Ave & I-5 SB Ramps | C | 26.8 | 0.864 | C | 26.8 | 0.864 | + 0.000 | D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxxx | 1.168 | F | xxxxxx | 1.168 | + 0.000 | V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 15.1 | 0.638 | B | 15.1 | 0.638 | + 0.000 | D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 10.2 | 0.774 | B | 10.2 | 0.774 | + 0.000 | D/V |
| #338 Alton Pkwy & Irvine Blvd | E | xxxxxx | 0.945 | E | xxxxxx | 0.945 | + 0.000 | V/C |
| #339 Alton Pkwy & Toledo Wy | B | xxxxxx | 0.674 | B | xxxxxx | 0.674 | + 0.000 | V/C |
| #340 Alton Pkwy & Jeronimo Rd | B | xxxxxx | 0.693 | B | xxxxxx | 0.693 | + 0.000 | V/C |

 IUSD High School #5 TIA
 Year 2017 With Project
 2011 Approved Project

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #341 Alton Pkwy & Barranca Pkwy | B xxxxxx | 0.606 | B xxxxxx | 0.606 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | B 14.3 | 0.840 | B 14.3 | 0.840 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | B 17.2 | 0.719 | B 17.2 | 0.719 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | D xxxxxx | 0.801 | D xxxxxx | 0.801 | + 0.000 V/C |
| #556 Ridge Valley & Portola Pkwy | A xxxxxx | 0.524 | A xxxxxx | 0.524 | + 0.000 V/C |
| #557 "O" St & "C" St | A 2.5 | 0.307 | A 2.5 | 0.307 | + 0.000 V/C |
| #558 "O" St & Irvine Blvd | C xxxxxx | 0.794 | C xxxxxx | 0.794 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | A xxxxxx | 0.524 | A xxxxxx | 0.524 | + 0.000 V/C |
| #560 "O" St & Marine Wy | A xxxxxx | 0.329 | A xxxxxx | 0.329 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | B xxxxxx | 0.623 | B xxxxxx | 0.623 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | A xxxxxx | 0.189 | A xxxxxx | 0.189 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | C xxxxxx | 0.745 | C xxxxxx | 0.745 | + 0.000 V/C |
| #603 "O" St & "LN" St | B 12.7 | 0.186 | B 12.7 | 0.186 | + 0.000 D/V |
| #605 "O" St & "LQ" St | A 2.7 | 0.196 | A 2.7 | 0.196 | + 0.000 V/C |
| #608 "O" St & "LV" St | A 8.4 | 0.022 | A 8.4 | 0.022 | + 0.000 D/V |
| #626 "LY" St & "LQ" St | A 4.2 | 0.272 | A 4.2 | 0.272 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | B xxxxxx | 0.609 | B xxxxxx | 0.609 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A 9.4 | 0.015 | A 9.4 | 0.015 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A 3.6 | 0.173 | A 3.6 | 0.173 | + 0.000 V/C |
| #790 "Z" St & Irvine Blvd | D xxxxxx | 0.880 | D xxxxxx | 0.880 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D xxxxxx | 0.883 | D xxxxxx | 0.883 | + 0.000 V/C |

IUSD High School #5 TIA
Year 2017 With Project
2011 Approved Project

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #603 "O" St & "LN" St | No / No | ??? / ??? |
| #608 "O" St & "LV" St | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Year 2017 With Project
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|----|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 157 | 0 | 0 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | | | |
| ApproachDel: | xxxxxxx | | | xxxxxxx | | | xxxxxxx | | | 9.1 | | | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=17]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=397]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|---|---|-----|------------|---|---|---|------------|---|---|---|---|---|---|----|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 157 | | 0 | 0 | | 223 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 17 |
| Major Street Volume: | | | | | 380 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 17 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 477 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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IUSD High School #5 TIA
Year 2017 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Delay.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=17]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=379]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
 Year 2017 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|-----|-----|---|------------|---|---|---|------------|---|---|---|---|---|---|----|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 140 | | 0 | 111 | 111 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 17 |
| Major Street Volume: | | | | | 362 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 17 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 635 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
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2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Lanes, FinalVolume, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=35]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=288]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | | 37 | 74 | 0 | | | 0 | 105 | 37 | | |
| Major Street Volume: | | | | | 253 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 35 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 758 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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IUSD High School #5 TIA
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Peak Hour Delay Signal Warrant Report

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Lanes, Final Volume, and Approach Delay.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=34]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=269]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

 IUSD High School #5 TIA
 Year 2017 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|----|---|----|--------------|----|----|---|--------------|---|---|---|-----|----|----|----|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 17 | 17 | 17 | 74 | 0 | 0 | 0 | 0 | 0 | 124 | 37 | 37 | 37 |
| Major Street Volume: | | | | | 235 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 34 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 784 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
Year 2017 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, FinalVolume, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=70]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=179]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|---|---|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 17 | | 0 | 0 | | 92 | | 0 | 0 | | 0 | | 70 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 109 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 70 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 811 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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IUSD High School #5 TIA
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2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Del.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=174]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=451]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
 Year 2017 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|-----|-----|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 17 | | 0 | 0 | | 74 | | 186 | 157 | | 0 | | 17 | 0 | | 0 | | 0 |
| Major Street Volume: | 277 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 174 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 926 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
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Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 175 | 0 | 0 | 260 | 260 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|-----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 175 | 0 | 0 | 0 | 0 | 260 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | | | | | 695 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 0 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 410 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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IUSD High School #5 TIA
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Peak Hour Delay Signal Warrant Report

Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Del.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=23]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=715]

FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=147]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=715]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------------------|--------------|----|----|--------------|-----|----|------------|---|----|------------|----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 |
| FinalVolume: | 15 | 80 | 11 | 5 | 384 | 50 | 5 | 5 | 13 | 110 | 32 | 5 |
| Major Street Volume: | 545 | | | | | | | | | | | |
| Minor Approach Volume: | 147 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 635 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

Intersection #608 "O" St & "LV" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Delay.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=24]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=29]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
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 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #608 "O" St & "LV" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|---|---|--------------|---|---|---|------------|---|---|---|------------|---|---|---|---|---|---|----|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| Major Street Volume: | | | | | 5 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 24 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1632 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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IUSD High School #5 TIA
Year 2017 With Project
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Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Delay.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=17]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=223]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

 IUSD High School #5 TIA
 Year 2017 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|-----|------------|----|-----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 5 | | 56 | | 0 | 0 | | 131 | | 14 | 12 | | 0 | | 5 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | | | | | | | 206 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 17 | | | | | | | | | |
| Minor Approach Volume Threshold: | 1054 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows including Critical Gp and FollowUpTim.

Capacity Module table with 12 columns and 4 rows including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 8 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: A[9.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustment factors for each approach.

Critical Gap Module table with 12 columns showing critical gap and follow-up time values.

Capacity Module table with 12 columns showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns showing delay, LOS, and approach delay values.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[9.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0-1).

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for approaches (North, South, East, West).

Critical Gap Module: Table with 12 columns for critical gap and follow-up time components and 4 columns for approaches.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for approaches.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for approaches.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: A[9.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module: Table with 12 columns for gap components. Rows include Critical Gp and FollowUpTim.

Capacity Module: Table with 12 columns for capacity components. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns for LOS components. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: A[9.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes (0 0 1 0 0).

Volume Module table with 12 columns for volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns. Rows include Critical Gap (6.2) and FollowUpTime (3.3).

Capacity Module table with 12 columns. Rows include Conflict Vol (92), Potent Cap. (971), Move Cap. (971), and Volume/Cap (0.07).

Level of Service Module table with 12 columns. Rows include 2Way95thQ (0.2), Control Del (9.0), LOS by Move (A), Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel (9.0), and ApproachLOS (A).

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[10.4]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 1 0 0, etc.)

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 rows for each approach.

Critical Gap Module: Table with 12 columns for gap components (Critical Gp, FollowUpTim) and 4 rows for each approach.

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 rows for each approach.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 rows for each approach.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows: Critical Gp and FollowUpTim.

Capacity Module table with 12 columns and 4 rows: Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 8 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with 13 columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes. Includes data for protected movements and lane configurations.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume for each approach.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat. for each approach.

Capacity Analysis Module table showing Vol/Sat, Crit Moves for each approach.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.374
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume metrics and 12 rows of adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow metrics and 4 rows of adjustment factors.

Capacity Analysis Module table with 12 columns representing capacity analysis metrics and 3 rows of data.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 0 Average Delay (sec/veh): 14.7
Optimal Cycle: 77 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Sand Canyon Ave & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.855
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.864
Loss Time (sec): 0 Average Delay (sec/veh): 26.8
Optimal Cycle: 167 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.168
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume per saturation and critical moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 0 Average Delay (sec/veh): 15.1
Optimal Cycle: 63 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 0 Average Delay (sec/veh): 10.2
Optimal Cycle: 101 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity and delay metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.945
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 124 Level Of Service: E

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes. Rows include Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves. Rows include Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 71 | 1151 | 76 | 72 | 2268 | 27 | 2 | 6 | 12 | 206 | 36 | 145 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 71 | 1151 | 76 | 72 | 2268 | 27 | 2 | 6 | 12 | 206 | 36 | 145 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 71 | 1151 | 0 | 72 | 2268 | 27 | 2 | 6 | 12 | 206 | 36 | 145 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 71 | 1151 | 0 | 72 | 2268 | 27 | 2 | 6 | 12 | 206 | 36 | 145 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 71 | 1151 | 0 | 72 | 2268 | 27 | 2 | 6 | 12 | 206 | 36 | 145 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.96 | 0.04 | 1.00 | 0.33 | 0.67 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 5040 | 60 | 1700 | 567 | 1133 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.23 | 0.00 | 0.04 | 0.45 | 0.45 | 0.00 | 0.01 | 0.01 | 0.12 | 0.02 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 0 Average Delay (sec/veh): 14.3
Optimal Cycle: 142 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 0 Average Delay (sec/veh): 17.2
Optimal Cycle: 81 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume categories and 12 rows of adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 3 rows of capacity analysis data.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.524
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.5 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, etc.

PCE Module:

Table with 13 columns for PCE metrics and 13 rows for AutoPCE, TruckPCE, ComboPCE, BicyclePCE, and AdjVolume.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns for delay metrics and 13 rows for CircVolume, MaxVolume, PedVolume, AdjMaxVol, ApproachVol, ApproachV/C, ApproachDel, ApproachLOS, and Queue.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume categories and 12 rows of adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 3 rows of capacity analysis data.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.524
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat., etc.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, OvlAdjV/S, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.329
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume types and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity analysis and 2 rows for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.189
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 15 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[12.7]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for traffic volume and adjustment factors like Growth Adj, Initial Bse, User Adj, PHF Adj, Reduct Vol, Final Volume.

Critical Gap Module: Table with 13 columns for critical gap and follow-up time values.

Capacity Module: Table with 13 columns for conflict volume, potent capacity, move capacity, and volume/capacity ratios.

Level of Service Module: Table with 13 columns for LOS metrics like 2Way95thQ, Control Del, LOS by Move, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 2.7 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 13 columns representing PCE factors like AutoPCE, TruckPCE, ComboPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Average Delay (sec/veh): 8.2 Worst Case Level Of Service: A[8.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module: Table with 12 columns for gap and follow-up times. Rows include Critical Gp and FollowUpTim.

Capacity Module: Table with 12 columns for capacity and volume. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns for LOS and delay. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.2 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 12 columns representing different PCE (Passenger Car Equivalent) volumes like AutoPCE, TruckPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume and critical moves.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[9.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustments (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume).

Critical Gap Module: Table with 12 columns showing critical gap and follow-up times for each approach.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, move capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing level of service metrics like 2Way95thQ, Control Del, LOS by Move, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 3.6 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 13 columns representing different PCE types and volumes like AutoPCE, TruckPCE, ComboPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.880
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 77 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.883
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 78 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 157 | 0 | 0 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | Volume |
| 0.00 | 0.09 | 0.00 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.00 | 0.131 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.13 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | |
| RTC | | 0.13 | RTC | | 0.13 | RTC | | 0.00 | RTC | | 0.03 | |
| Addl ICU | | -0.13 | Addl ICU | | -0.13 | Addl ICU | | 0.00 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.18 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 850 | Total Saturation |
| 0 | 140 | 0 | 111 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | Volume |
| 0.00 | 0.08 | 0.00 | 0.07 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.00 | 0.148 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | 0.15 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.07 | |
| RTC | | 0.08 | RTC | | 0.15 | RTC | | 0.06 | RTC | | 0.05 | |
| Addl ICU | | -0.08 | Addl ICU | | -0.15 | Addl ICU | | -0.06 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.20 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1257 | 443 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 35 | 37 | 74 | 0 | 0 | 105 | 37 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.02 | 0.04 | 0.00 | 0.00 | 0.08 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.02 | V/C | | 0.08 | 0.105 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.11 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.05 | RTC | | 0.02 | RTC | | 0.11 | RTC | | 0.08 | |
| Addl ICU | | -0.05 | Addl ICU | | 0.00 | Addl ICU | | -0.11 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.16 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 0 | 0 | 0 | 1309 | 391 | Total Saturation |
| 0 | 0 | 0 | 17 | 0 | 17 | 74 | 0 | 0 | 0 | 124 | 37 | Volume |
| 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.02 | 0.04 | 0.00 | 0.00 | 0.00 | 0.09 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.02 | | V/C | 0.04 | | V/C | 0.09 | | 0.158 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.02 | | RTOG | 0.02 | | RTOG | 0.14 | | RTOG | 0.09 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.04 | | RTOR | 0.02 | | RTOR | 0.02 | | |
| RTC | 0.08 | | RTC | 0.05 | | RTC | 0.15 | | RTC | 0.11 | | |
| Addl ICU | -0.08 | | Addl ICU | -0.03 | | Addl ICU | -0.15 | | Addl ICU | -0.02 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.21 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 17 | 0 | 0 | 92 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | 0.054 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.05 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | |
| RTC | | 0.05 | RTC | | 0.05 | RTC | | 0.00 | RTC | | 0.03 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.05 | Addl ICU | | 0.04 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.04 | | | 0.00 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.15 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 484 | 1216 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 17 | 0 | 0 | 74 | 186 | 157 | 0 | 17 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.15 | 0.15 | 0.09 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.15 | V/C | | 0.09 | V/C | | 0.00 | 0.245 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.15 | RTOG | | 0.09 | RTOG | | -0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.00 | RTOR | | 0.14 | |
| RTC | | 0.22 | RTC | | 0.22 | RTC | | 0.09 | RTC | | 0.01 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.07 | Addl ICU | | -0.08 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.30 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 175 | 0 | 0 | 260 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.10 | 0.00 | 0.00 | 0.15 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.15 | V/C | | 0.00 | V/C | | 0.00 | 0.153 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.15 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.05 | |
| RTC | | 0.15 | RTC | | 0.15 | RTC | | 0.00 | RTC | | 0.04 | |
| Addl ICU | | -0.15 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.20 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 770 | 26 | 28 | 23 | 22 | 7 | 23 | 485 | 380 | 164 | 957 | 24 | Volume |
| 0.23 | 0.02 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.14 | 0.22 | 0.05 | 0.28 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.23 | | V/C | 0.01 | | V/C | 0.01 | | V/C | 0.28 | | 0.534 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.23 | | RTOG | 0.01 | | RTOG | 0.25 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.15 | | RTOR | 0.01 | | RTOR | 0.23 | | RTOR | 0.22 | | |
| RTC | 0.34 | | RTC | 0.02 | | RTC | 0.42 | | RTC | 0.45 | | |
| Addl ICU | -0.34 | | Addl ICU | -0.02 | | Addl ICU | -0.19 | | Addl ICU | -0.44 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.58 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 0 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 4050 | 1050 | 3400 | 3400 | 1700 | Total Saturation |
| 89 | 427 | 335 | 161 | 703 | 32 | 61 | 1014 | 263 | 570 | 1483 | 235 | Volume |
| 0.03 | 0.08 | 0.00 | 0.05 | 0.14 | 0.02 | 0.02 | 0.25 | 0.25 | 0.17 | 0.44 | 0.14 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.03 | V/C | | 0.14 | V/C | | 0.02 | V/C | | 0.44 | 0.618 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.14 | RTOG | | 0.29 | RTOG | | 0.44 | Right Turn Adjustment |
| RTOR | | 0.20 | RTOR | | 0.02 | RTOR | | 0.03 | RTOR | | 0.08 | |
| RTC | | 0.27 | RTC | | 0.15 | RTC | | 0.31 | RTC | | 0.50 | |
| Addl ICU | | -0.27 | Addl ICU | | -0.13 | Addl ICU | | -0.06 | Addl ICU | | -0.36 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.67 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 1700 | 1700 | Total Saturation |
| 162 | 547 | 148 | 72 | 1161 | 336 | 221 | 146 | 201 | 462 | 330 | 119 | Volume |
| 0.05 | 0.11 | 0.09 | 0.02 | 0.23 | 0.20 | 0.13 | 0.04 | 0.12 | 0.14 | 0.19 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.23 | | V/C | 0.13 | | V/C | 0.19 | | 0.599 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.25 | | RTOG | 0.23 | | RTOG | 0.19 | | RTOG | 0.19 | | Right Turn Adjustment |
| RTOR | 0.28 | | RTOR | 0.13 | | RTOR | 0.05 | | RTOR | 0.17 | | |
| RTC | 0.47 | | RTC | 0.33 | | RTC | 0.22 | | RTC | 0.32 | | |
| Addl ICU | -0.38 | | Addl ICU | -0.13 | | Addl ICU | -0.11 | | Addl ICU | -0.25 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.65 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 114 | 655 | 182 | 163 | 1491 | 288 | 185 | 325 | 121 | 551 | 672 | 66 | Volume |
| 0.03 | 0.13 | 0.11 | 0.05 | 0.29 | 0.17 | 0.05 | 0.10 | 0.07 | 0.16 | 0.20 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.29 | | V/C | 0.10 | | V/C | 0.16 | | 0.584 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.28 | | RTOG | 0.29 | | RTOG | 0.10 | | RTOG | 0.20 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.06 | | RTOR | 0.03 | | RTOR | 0.20 | | |
| RTC | 0.40 | | RTC | 0.34 | | RTC | 0.12 | | RTC | 0.35 | | |
| Addl ICU | -0.29 | | Addl ICU | -0.17 | | Addl ICU | -0.05 | | Addl ICU | -0.31 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 153 | 0 | 185 | 0 | 0 | 0 | 0 | 350 | 474 | 430 | 915 | 0 | Volume |
| 0.05 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.13 | 0.27 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.27 | | 0.314 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.05 | | RTOG | -0.05 | | RTOG | 0.14 | | RTOG | 0.27 | | Right Turn Adjustment |
| RTOR | 0.17 | | RTOR | 0.00 | | RTOR | 0.05 | | RTOR | 0.05 | | |
| RTC | 0.17 | | RTC | -0.05 | | RTC | 0.18 | | RTC | 0.30 | | |
| Addl ICU | -0.12 | | Addl ICU | 0.05 | | Addl ICU | -0.18 | | Addl ICU | -0.30 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.36 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 79 | 401 | 614 | 457 | 803 | 62 | 108 | 1293 | 231 | 784 | 1338 | 152 | Volume |
| 0.02 | 0.08 | 0.18 | 0.13 | 0.24 | 0.04 | 0.03 | 0.19 | 0.14 | 0.23 | 0.26 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.02 | | V/C | 0.24 | | V/C | 0.19 | | V/C | 0.23 | | 0.680 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.13 | | RTOG | 0.24 | | RTOG | 0.19 | | RTOG | 0.39 | | Right Turn Adjustment |
| RTOR | 0.23 | | RTOR | 0.16 | | RTOR | 0.02 | | RTOR | 0.18 | | |
| RTC | 0.30 | | RTC | 0.35 | | RTC | 0.21 | | RTC | 0.52 | | |
| Addl ICU | -0.12 | | Addl ICU | -0.32 | | Addl ICU | -0.07 | | Addl ICU | -0.44 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.73 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 253 | 594 | 118 | 129 | 2347 | 126 | 204 | 93 | 443 | 305 | 473 | 183 | Volume |
| 0.07 | 0.12 | 0.00 | 0.04 | 0.46 | 0.07 | 0.06 | 0.02 | 0.00 | 0.09 | 0.09 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.46 | V/C | | 0.06 | V/C | | 0.09 | 0.687 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.50 | RTOG | | 0.46 | RTOG | | 0.06 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.13 | RTOR | | 0.06 | RTOR | | 0.07 | RTOR | | 0.42 | |
| RTC | | 0.60 | RTC | | 0.51 | RTC | | 0.12 | RTC | | 0.41 | |
| Addl ICU | | -0.60 | Addl ICU | | -0.43 | Addl ICU | | -0.12 | Addl ICU | | -0.30 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.74 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 4 | 1 | 1.5 | 0.5 | 2 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 1700 | 6800 | 1700 | 3313 | 87 | 3400 | 1700 | 567 | 1133 | Total Saturation |
| 152 | 892 | 8 | 6 | 3271 | 327 | 266 | 7 | 521 | 9 | 4 | 8 | Volume |
| 0.04 | 0.13 | 0.00 | 0.00 | 0.48 | 0.19 | 0.08 | 0.08 | 0.15 | 0.01 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.04 | | V/C | 0.48 | | V/C | 0.08 | | V/C | 0.01 | | 0.613 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.52 | | RTOG | 0.48 | | RTOG | 0.08 | | RTOG | 0.01 | | Right Turn Adjustment |
| RTOR | 0.01 | | RTOR | 0.08 | | RTOR | 0.04 | | RTOR | 0.39 | | |
| RTC | 0.53 | | RTC | 0.54 | | RTC | 0.12 | | RTC | 0.30 | | |
| Addl ICU | -0.52 | | Addl ICU | -0.35 | | Addl ICU | 0.04 | | Addl ICU | -0.30 | | |
| | 0.00 | | | 0.00 | | | 0.04 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.70 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #304 Sand Canyon Ave (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 | Total Saturation |
| 0 | 947 | 189 | 182 | 3596 | 0 | 0 | 0 | 0 | 339 | 0 | 84 | Volume |
| 0.00 | 0.14 | 0.11 | 0.05 | 0.53 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.53 | V/C | | 0.00 | V/C | | 0.20 | 0.728 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.48 | RTOG | | 0.53 | RTOG | | -0.20 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.20 | RTOR | | 0.20 | RTOR | | 0.00 | RTOR | | 0.39 | |
| RTC | | 0.62 | RTC | | 0.68 | RTC | | -0.20 | RTC | | 0.49 | |
| Addl ICU | | -0.51 | Addl ICU | | -0.68 | Addl ICU | | 0.20 | Addl ICU | | -0.44 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 802 | 166 | 883 | 3058 | 0 | 396 | 3 | 1090 | 0 | 0 | 0 | Volume |
| 0.00 | 0.12 | 0.10 | 0.26 | 0.45 | 0.00 | 0.09 | 0.00 | 0.43 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.45 | V/C | | 0.09 | V/C | | 0.00 | 0.543 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.45 | RTOG | | 0.09 | RTOG | | -0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.00 | RTOR | | 0.33 | |
| RTC | | 0.26 | RTC | | 0.52 | RTC | | 0.09 | RTC | | 0.16 | |
| Addl ICU | | -0.16 | Addl ICU | | -0.52 | Addl ICU | | 0.33 | Addl ICU | | -0.16 | |
| | | 0.00 | | | 0.00 | | | 0.33 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.93 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 4 | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 6800 | 1700 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 23 | 838 | 76 | 97 | 3484 | 114 | 19 | 2 | 20 | 70 | 7 | 66 | Volume |
| 0.01 | 0.12 | 0.04 | 0.06 | 0.68 | 0.07 | 0.01 | 0.00 | 0.01 | 0.04 | 0.00 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.01 | | V/C | 0.68 | | V/C | 0.00 | | V/C | 0.04 | | 0.739 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.64 | | RTOG | 0.68 | | RTOG | 0.00 | | RTOG | 0.03 | | Right Turn Adjustment |
| RTOR | 0.04 | | RTOR | 0.04 | | RTOR | 0.01 | | RTOR | 0.57 | | |
| RTC | 0.67 | | RTC | 0.71 | | RTC | 0.01 | | RTC | 0.46 | | |
| Addl ICU | -0.63 | | Addl ICU | -0.64 | | Addl ICU | 0.00 | | Addl ICU | -0.42 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.79 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 2550 | 2550 | Total Saturation |
| 73 | 556 | 150 | 1435 | 1823 | 248 | 78 | 135 | 107 | 78 | 163 | 278 | Volume |
| 0.04 | 0.11 | 0.09 | 0.42 | 0.36 | 0.15 | 0.02 | 0.08 | 0.06 | 0.02 | 0.06 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.11 | | V/C | 0.42 | | V/C | 0.02 | | V/C | 0.06 | | 0.618 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.11 | | RTOG | 0.49 | | RTOG | 0.06 | | RTOG | 0.06 | | Right Turn Adjustment |
| RTOR | 0.01 | | RTOR | 0.02 | | RTOR | 0.17 | | RTOR | 0.42 | | |
| RTC | 0.11 | | RTC | 0.51 | | RTC | 0.19 | | RTC | 0.38 | | |
| Addl ICU | -0.03 | | Addl ICU | -0.36 | | Addl ICU | -0.13 | | Addl ICU | -0.27 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.67 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 245 | 0 | 291 | 0 | 1998 | 342 | 282 | 1833 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.09 | 0.00 | 0.29 | 0.20 | 0.17 | 0.36 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.14 | V/C | | 0.29 | V/C | | 0.17 | 0.604 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.14 | RTOG | | 0.14 | RTOG | | 0.29 | RTOG | | 0.46 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.10 | RTOR | | 0.14 | RTOR | | 0.14 | |
| RTC | | -0.02 | RTC | | 0.22 | RTC | | 0.40 | RTC | | 0.57 | |
| Addl ICU | | 0.02 | Addl ICU | | -0.13 | Addl ICU | | -0.20 | Addl ICU | | -0.57 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.65 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4761 | 339 | Total Saturation |
| 111 | 0 | 312 | 0 | 0 | 0 | 0 | 2096 | 216 | 0 | 2021 | 144 | Volume |
| 0.07 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | 0.00 | 0.62 | 0.00 | 0.00 | 0.42 | 0.42 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.07 | | V/C | 0.00 | | V/C | 0.62 | | V/C | 0.00 | | 0.682 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.07 | | RTOG | -0.07 | | RTOG | 0.62 | | RTOG | 0.62 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.19 | | RTOR | 0.07 | | RTOR | 0.07 | | |
| RTC | 0.07 | | RTC | 0.08 | | RTC | 0.67 | | RTC | 0.67 | | |
| Addl ICU | 0.12 | | Addl ICU | -0.08 | | Addl ICU | -0.67 | | Addl ICU | -0.24 | | |
| | 0.12 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.85 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 237 | 390 | 94 | 263 | 1526 | 590 | 513 | 1153 | 762 | 264 | 901 | 181 | Volume |
| 0.07 | 0.08 | 0.00 | 0.08 | 0.30 | 0.00 | 0.15 | 0.23 | 0.45 | 0.08 | 0.18 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.07 | V/C | | 0.30 | V/C | | 0.23 | V/C | | 0.08 | 0.673 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.29 | RTOG | | 0.30 | RTOG | | 0.23 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.13 | RTOR | | 0.07 | RTOR | | 0.29 | |
| RTC | | 0.35 | RTC | | 0.39 | RTC | | 0.28 | RTC | | 0.37 | |
| Addl ICU | | -0.35 | Addl ICU | | -0.39 | Addl ICU | | 0.17 | Addl ICU | | -0.27 | |
| | | 0.00 | | | 0.00 | | | 0.17 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.89 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5040 | 60 | 1700 | 567 | 1133 | 1700 | 1700 | 1700 | Total Saturation |
| 71 | 1151 | 76 | 72 | 2268 | 27 | 2 | 6 | 12 | 206 | 36 | 145 | Volume |
| 0.04 | 0.23 | 0.00 | 0.04 | 0.45 | 0.45 | 0.00 | 0.01 | 0.01 | 0.12 | 0.02 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.45 | V/C | | 0.01 | V/C | | 0.12 | 0.624 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.45 | RTOG | | 0.45 | RTOG | | 0.01 | RTOG | | 0.13 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.11 | RTOR | | 0.04 | RTOR | | 0.27 | |
| RTC | | 0.54 | RTC | | 0.53 | RTC | | 0.04 | RTC | | 0.33 | |
| Addl ICU | | -0.54 | Addl ICU | | -0.08 | Addl ICU | | -0.03 | Addl ICU | | -0.24 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.67 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 4917 | 183 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 147 | 1050 | 209 | 121 | 2144 | 80 | 11 | 12 | 28 | 385 | 42 | 99 | Volume |
| 0.09 | 0.21 | 0.00 | 0.04 | 0.44 | 0.44 | 0.01 | 0.01 | 0.00 | 0.11 | 0.02 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.09 | V/C | | 0.44 | V/C | | 0.01 | V/C | | 0.11 | 0.643 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.49 | RTOG | | 0.44 | RTOG | | 0.01 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.10 | RTOR | | 0.09 | RTOR | | 0.32 | |
| RTC | | 0.57 | RTC | | 0.51 | RTC | | 0.07 | RTC | | 0.35 | |
| Addl ICU | | -0.57 | Addl ICU | | -0.07 | Addl ICU | | -0.07 | Addl ICU | | -0.29 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.69 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2800 | 600 | Total Saturation |
| 6 | 964 | 140 | 83 | 1479 | 880 | 401 | 140 | 12 | 309 | 406 | 87 | Volume |
| 0.00 | 0.19 | 0.00 | 0.02 | 0.29 | 0.00 | 0.12 | 0.04 | 0.01 | 0.09 | 0.15 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.29 | V/C | | 0.12 | V/C | | 0.15 | 0.556 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.29 | RTOG | | 0.17 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.22 | RTOR | | 0.12 | RTOR | | 0.00 | RTOR | | 0.10 | |
| RTC | | 0.44 | RTC | | 0.38 | RTC | | 0.17 | RTC | | 0.22 | |
| Addl ICU | | -0.44 | Addl ICU | | -0.38 | Addl ICU | | -0.17 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.61 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 2550 | 0 | 2550 | Total Saturation |
| 0 | 3141 | 495 | 0 | 825 | 0 | 0 | 0 | 0 | 174 | 0 | 698 | Volume |
| 0.00 | 0.62 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.27 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.62 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.07 | 0.684 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.62 | RTOG | | 0.62 | RTOG | | -0.07 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.07 | RTOR | | 0.45 | RTOR | | 0.00 | |
| RTC | | 0.67 | RTC | | 0.67 | RTC | | 0.27 | RTC | | 0.07 | |
| Addl ICU | | -0.67 | Addl ICU | | -0.67 | Addl ICU | | -0.27 | Addl ICU | | 0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.21 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.94 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 875 | 0 | 0 | 753 | 302 | 2793 | 0 | 597 | 0 | 0 | 0 | Volume |
| 0.00 | 0.17 | 0.00 | 0.00 | 0.15 | 0.00 | 0.55 | 0.00 | 0.35 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.17 | V/C | | 0.00 | V/C | | 0.55 | V/C | | 0.00 | 0.719 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.17 | RTOG | | 0.17 | RTOG | | 0.55 | RTOG | | -0.55 | Right Turn Adjustment |
| RTOR | | 0.55 | RTOR | | 0.55 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.58 | RTC | | 0.58 | RTC | | 0.57 | RTC | | -0.55 | |
| Addl ICU | | -0.58 | Addl ICU | | -0.58 | Addl ICU | | -0.21 | Addl ICU | | 0.55 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 505 | 1195 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 193 | 19 | 45 | 142 | 63 | 36 | 22 | 445 | 91 | 176 | 1032 | 25 | Volume |
| 0.11 | 0.04 | 0.04 | 0.08 | 0.04 | 0.02 | 0.01 | 0.13 | 0.05 | 0.10 | 0.30 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.11 | | V/C | 0.04 | | V/C | 0.01 | | V/C | 0.30 | | 0.467 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.07 | | RTOG | 0.04 | | RTOG | 0.21 | | RTOG | 0.30 | | Right Turn Adjustment |
| RTOR | 0.19 | | RTOR | 0.01 | | RTOR | 0.11 | | RTOR | 0.11 | | |
| RTC | 0.21 | | RTC | 0.05 | | RTC | 0.30 | | RTC | 0.39 | | |
| Addl ICU | -0.17 | | Addl ICU | -0.03 | | Addl ICU | -0.24 | | Addl ICU | -0.37 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.52 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 283 | 1417 | 850 | 266 | 1434 | Total Saturation |
| 5 | 108 | 5 | 101 | 365 | 271 | 39 | 5 | 25 | 5 | 25 | 135 | Volume |
| 0.01 | 0.06 | 0.01 | 0.12 | 0.21 | 0.32 | 0.05 | 0.02 | 0.02 | 0.01 | 0.09 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.01 | V/C | | 0.21 | V/C | | 0.05 | V/C | | 0.09 | 0.361 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.21 | RTOG | | 0.13 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.05 | RTOR | | 0.01 | RTOR | | 0.16 | |
| RTC | | 0.19 | RTC | | 0.25 | RTC | | 0.14 | RTC | | 0.21 | |
| Addl ICU | | -0.19 | Addl ICU | | 0.07 | Addl ICU | | -0.12 | Addl ICU | | -0.12 | |
| | | 0.00 | | | 0.07 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.48 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 220 | 38 | 59 | 157 | 285 | 603 | 128 | 1954 | 396 | 78 | 1577 | 47 | Volume |
| 0.06 | 0.01 | 0.03 | 0.09 | 0.08 | 0.00 | 0.04 | 0.38 | 0.23 | 0.02 | 0.46 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.06 | V/C | | 0.08 | V/C | | 0.04 | V/C | | 0.46 | 0.650 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.06 | RTOG | | 0.08 | RTOG | | 0.48 | RTOG | | 0.46 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.04 | RTOR | | 0.06 | RTOR | | 0.14 | |
| RTC | | 0.14 | RTC | | 0.11 | RTC | | 0.53 | RTC | | 0.57 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.11 | Addl ICU | | -0.29 | Addl ICU | | -0.54 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1558 | 142 | 1700 | 1700 | 1700 | 3400 | 3327 | 73 | 0 | 3182 | 218 | Total Saturation |
| 19 | 11 | 1 | 30 | 5 | 576 | 282 | 227 | 5 | 0 | 395 | 27 | Volume |
| 0.01 | 0.01 | 0.01 | 0.02 | 0.00 | 0.34 | 0.08 | 0.07 | 0.07 | 0.00 | 0.12 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.01 | V/C | | 0.02 | V/C | | 0.08 | V/C | | 0.12 | 0.232 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.01 | RTOG | | 0.21 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.08 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.11 | RTC | | 0.08 | RTC | | 0.22 | RTC | | 0.14 | |
| Addl ICU | | -0.10 | Addl ICU | | 0.26 | Addl ICU | | -0.16 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.26 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.54 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1700 | 1700 | Total Saturation |
| 0 | 0 | 0 | 118 | 0 | 223 | 76 | 252 | 0 | 0 | 169 | 27 | Volume |
| 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.13 | 0.04 | 0.15 | 0.00 | 0.00 | 0.10 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.00 | | V/C | 0.07 | | V/C | 0.15 | | V/C | 0.00 | | 0.218 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.07 | | RTOG | 0.07 | | RTOG | 0.15 | | RTOG | 0.10 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.05 | | RTOR | 0.07 | | RTOR | 0.07 | | |
| RTC | -0.07 | | RTC | 0.11 | | RTC | 0.20 | | RTC | 0.16 | | |
| Addl ICU | 0.07 | | Addl ICU | 0.03 | | Addl ICU | -0.20 | | Addl ICU | -0.14 | | |
| | | 0.00 | | | 0.03 | | | 0.00 | | | 0.03 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 161 | 0 | 14 | 0 | 0 | 0 | 0 | 2416 | 215 | 7 | 1506 | 0 | Volume |
| 0.09 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.47 | 0.13 | 0.00 | 0.30 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.09 | V/C | | 0.00 | V/C | | 0.47 | V/C | | 0.00 | 0.573 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | -0.09 | RTOG | | 0.47 | RTOG | | 0.48 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.18 | RTOR | | 0.09 | RTOR | | 0.09 | |
| RTC | | 0.10 | RTC | | 0.04 | RTC | | 0.54 | RTC | | 0.55 | |
| Addl ICU | | -0.09 | Addl ICU | | -0.04 | Addl ICU | | -0.42 | Addl ICU | | -0.55 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.62 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 0 | 1224 | 2176 | 1700 | 3400 | 1700 | 1700 | 3359 | 41 | Total Saturation |
| 51 | 8 | 20 | 0 | 9 | 16 | 36 | 115 | 97 | 18 | 327 | 4 | Volume |
| 0.02 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.02 | 0.03 | 0.06 | 0.01 | 0.10 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.02 | | V/C | 0.01 | | V/C | 0.02 | | V/C | 0.10 | | 0.141 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.02 | | RTOG | 0.01 | | RTOG | 0.11 | | RTOG | 0.10 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.02 | | RTOR | 0.02 | | RTOR | 0.02 | | |
| RTC | 0.09 | | RTC | 0.02 | | RTC | 0.12 | | RTC | 0.11 | | |
| Addl ICU | -0.07 | | Addl ICU | -0.02 | | Addl ICU | -0.06 | | Addl ICU | -0.01 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.19 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 46 | 54 | 157 | 406 | 95 | 124 | 68 | 2134 | 53 | 110 | 1506 | 178 | Volume |
| 0.03 | 0.03 | 0.09 | 0.12 | 0.06 | 0.07 | 0.04 | 0.42 | 0.03 | 0.06 | 0.30 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.12 | V/C | | 0.42 | V/C | | 0.06 | 0.634 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.12 | RTOG | | 0.42 | RTOG | | 0.44 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.19 | RTOR | | 0.10 | RTOR | | 0.12 | |
| RTC | | 0.08 | RTC | | 0.27 | RTC | | 0.49 | RTC | | 0.53 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.19 | Addl ICU | | -0.46 | Addl ICU | | -0.43 | |
| | | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2989 | 411 | 1700 | 3008 | 392 | 1700 | 472 | 1228 | 1700 | 1470 | 230 | Total Saturation |
| 15 | 80 | 11 | 5 | 384 | 50 | 5 | 5 | 13 | 110 | 32 | 5 | Volume |
| 0.01 | 0.03 | 0.03 | 0.00 | 0.13 | 0.13 | 0.00 | 0.01 | 0.01 | 0.06 | 0.02 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.01 | | V/C | 0.13 | | V/C | 0.01 | | V/C | 0.06 | | 0.212 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.13 | | RTOG | 0.13 | | RTOG | 0.01 | | RTOG | 0.07 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.05 | | RTOR | 0.01 | | RTOR | 0.11 | | |
| RTC | 0.18 | | RTC | 0.17 | | RTC | 0.02 | | RTC | 0.15 | | |
| Addl ICU | -0.16 | | Addl ICU | -0.04 | | Addl ICU | -0.01 | | Addl ICU | -0.13 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.26 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 988 | 712 | 850 | 1462 | 238 | Total Saturation |
| 90 | 72 | 24 | 45 | 332 | 58 | 16 | 50 | 36 | 109 | 92 | 15 | Volume |
| 0.11 | 0.04 | 0.03 | 0.05 | 0.20 | 0.07 | 0.02 | 0.05 | 0.05 | 0.13 | 0.06 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.11 | V/C | | 0.20 | V/C | | 0.05 | V/C | | 0.13 | 0.480 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.25 | RTOG | | 0.20 | RTOG | | 0.05 | RTOG | | 0.16 | Right Turn Adjustment |
| RTOR | | 0.13 | RTOR | | 0.12 | RTOR | | 0.11 | RTOR | | 0.26 | |
| RTC | | 0.34 | RTC | | 0.28 | RTC | | 0.13 | RTC | | 0.35 | |
| Addl ICU | | -0.32 | Addl ICU | | -0.21 | Addl ICU | | -0.08 | Addl ICU | | -0.29 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.53 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.003 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.06 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1573 | 127 | 850 | 1663 | 37 | 850 | 1641 | 59 | 850 | 1673 | 27 | Total Saturation |
| 5 | 62 | 5 | 5 | 226 | 5 | 5 | 139 | 5 | 5 | 306 | 5 | Volume |
| 0.01 | 0.04 | 0.04 | 0.01 | 0.14 | 0.14 | 0.01 | 0.08 | 0.08 | 0.01 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.01 | V/C | | 0.14 | V/C | | 0.01 | V/C | | 0.18 | 0.331 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.14 | RTOG | | 0.14 | RTOG | | 0.18 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.10 | |
| RTC | | 0.21 | RTC | | 0.14 | RTC | | 0.19 | RTC | | 0.26 | |
| Addl ICU | | -0.17 | Addl ICU | | 0.00 | Addl ICU | | -0.10 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 117 | 0 | 162 | 0 | 0 | 0 | 0 | 2040 | 107 | 109 | 1432 | 0 | Volume |
| 0.07 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.40 | 0.06 | 0.06 | 0.42 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.40 | V/C | | 0.06 | 0.533 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | -0.07 | RTOG | | 0.40 | RTOG | | 0.46 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.04 | RTOR | | 0.07 | RTOR | | 0.07 | |
| RTC | | 0.12 | RTC | | -0.04 | RTC | | 0.45 | RTC | | 0.52 | |
| Addl ICU | | -0.02 | Addl ICU | | 0.04 | Addl ICU | | -0.39 | Addl ICU | | -0.52 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | | 0.58 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 5 | 56 | 0 | 0 | 131 | 14 | 12 | 0 | 5 | 0 | 0 | 0 | Volume |
| 0.00 | 0.03 | 0.00 | 0.00 | 0.08 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.08 | V/C | | 0.01 | V/C | | 0.00 | 0.087 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | 0.08 | RTOG | | 0.01 | RTOG | | -0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.05 | |
| RTC | | 0.09 | RTC | | 0.08 | RTC | | 0.01 | RTC | | 0.03 | |
| Addl ICU | | -0.09 | Addl ICU | | -0.07 | Addl ICU | | -0.01 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.14 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0.5 | 0.5 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 143 | 1557 | 31 | 44 | 1656 | 51 | Total Saturation |
| 0 | 0 | 0 | 5 | 5 | 83 | 12 | 131 | 5 | 5 | 189 | 12 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.10 | 0.08 | 0.09 | 0.09 | 0.11 | 0.12 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.08 | V/C | | 0.12 | 0.202 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.00 | RTOG | | 0.09 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.08 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.08 | RTC | | 0.06 | RTC | | 0.09 | RTC | | 0.12 | |
| Addl ICU | | -0.08 | Addl ICU | | 0.03 | Addl ICU | | -0.01 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.03 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 78 | 20 | 189 | 213 | 78 | 86 | 25 | 2609 | 83 | 140 | 1656 | 35 | Volume |
| 0.05 | 0.01 | 0.11 | 0.13 | 0.05 | 0.05 | 0.01 | 0.51 | 0.05 | 0.08 | 0.32 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.13 | V/C | | 0.51 | V/C | | 0.08 | 0.731 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.09 | RTOG | | 0.51 | RTOG | | 0.58 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.27 | RTOR | | 0.09 | RTOR | | 0.13 | |
| RTC | | 0.07 | RTC | | 0.29 | RTC | | 0.58 | RTC | | 0.67 | |
| Addl ICU | | 0.04 | Addl ICU | | -0.24 | Addl ICU | | -0.53 | Addl ICU | | -0.65 | |
| | | 0.04 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.82 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1.0 | 0.0 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 0 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 154 | 7 | 14 | 162 | 22 | 58 | 24 | 2304 | 468 | 30 | 1546 | 59 | Volume |
| 0.09 | 0.00 | 0.01 | 0.10 | 0.00 | 0.03 | 0.01 | 0.68 | 0.28 | 0.02 | 0.45 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.09 | | V/C | 0.00 | | V/C | 0.68 | | V/C | 0.02 | | 0.786 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.00 | | RTOG | 0.00 | | RTOG | 0.68 | | RTOG | 0.68 | | Right Turn Adjustment |
| RTOR | 0.02 | | RTOR | 0.24 | | RTOR | 0.09 | | RTOR | 0.09 | | |
| RTC | 0.01 | | RTC | 0.18 | | RTC | 0.75 | | RTC | 0.75 | | |
| Addl ICU | 0.00 | | Addl ICU | -0.15 | | Addl ICU | -0.47 | | Addl ICU | -0.71 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.84 | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2017 – WITH PROJECT
2011 APPROVED PROJECT
PM PEAK HOUR**

IUSD High School #5 TIA
Year 2017 With Project
2011 Approved Project

Impact Analysis Report
Level Of Service

| Intersection | LOS | Base | | LOS | Future | | Change in | |
|-------------------------------------|-----|-------------|---------|-----|-------------|---------|--------------|-----|
| | | Del/ Veh | V/ C | | Del/ Veh | V/ C | | |
| # 1 "B" St & Driveway 1 | A | 8.7 | 0.009 | A | 8.7 | 0.009 | + 0.000 | D/V |
| # 2 "B" St & Driveway 2 | A | 8.6 | 0.016 | A | 8.6 | 0.016 | + 0.000 | D/V |
| # 3 Driveway 3 & "LQ" St | A | 8.6 | 0.018 | A | 8.6 | 0.018 | + 0.000 | D/V |
| # 4 Driveway 4 & "LQ" St | A | 8.8 | 0.010 | A | 8.8 | 0.010 | + 0.000 | D/V |
| # 5 "LQ" St & Driveway 5 | A | 8.5 | 0.034 | A | 8.5 | 0.034 | + 0.000 | D/V |
| # 6 "LQ" St & Driveway 6 | A | 9.0 | 0.083 | A | 9.0 | 0.083 | + 0.000 | D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 | D/V |
| #282 Jeffrey Rd & Portola Pkwy | B | xxxxx | 0.638 | B | xxxxx | 0.638 | + 0.000 | V/C |
| #283 Jeffrey Rd & Irvine Blvd | B | xxxxx | 0.677 | B | xxxxx | 0.677 | + 0.000 | V/C |
| #284 Jeffrey Rd & Bryan Ave | B | xxxxx | 0.637 | B | xxxxx | 0.637 | + 0.000 | V/C |
| #285 Jeffrey Rd & Trabuco Rd | C | xxxxx | 0.728 | C | xxxxx | 0.728 | + 0.000 | V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxx | 0.476 | A | xxxxx | 0.476 | + 0.000 | V/C |
| #301 Sand Canyon Ave & Irvine Blvd | B | xxxxx | 0.630 | B | xxxxx | 0.630 | + 0.000 | V/C |
| #302 Sand Canyon Ave & Trabuco Rd | B | xxxxx | 0.696 | B | xxxxx | 0.696 | + 0.000 | V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | B | 18.7 | 0.719 | B | 18.7 | 0.719 | + 0.000 | D/V |
| #304 Sand Canyon Ave & Marine Wy | E | xxxxx | 0.902 | E | xxxxx | 0.902 | + 0.000 | V/C |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 17.5 | 0.766 | B | 17.5 | 0.766 | + 0.000 | D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxx | 1.105 | F | xxxxx | 1.105 | + 0.000 | V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 10.6 | 0.516 | B | 10.6 | 0.516 | + 0.000 | D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 17.7 | 0.797 | B | 17.7 | 0.797 | + 0.000 | D/V |
| #338 Alton Pkwy & Irvine Blvd | D | xxxxx | 0.826 | D | xxxxx | 0.826 | + 0.000 | V/C |
| #339 Alton Pkwy & Toledo Wy | A | xxxxx | 0.599 | A | xxxxx | 0.599 | + 0.000 | V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxx | 0.568 | A | xxxxx | 0.568 | + 0.000 | V/C |

IUSD High School #5 TIA
 Year 2017 With Project
 2011 Approved Project

| Intersection | Base | | Future | | Change in | |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|-----|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | | |
| #341 Alton Pkwy & Barranca Pkwy | B xxxxxx | 0.700 | B xxxxxx | 0.700 | + 0.000 | V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | A 7.3 | 0.892 | A 7.3 | 0.892 | + 0.000 | D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C 23.5 | 0.843 | C 23.5 | 0.843 | + 0.000 | D/V |
| #444 Sand Canyon Ave & Burt Rd | D xxxxxx | 0.834 | D xxxxxx | 0.834 | + 0.000 | V/C |
| #556 Ridge Valley & Portola Pkwy | B xxxxxx | 0.652 | B xxxxxx | 0.652 | + 0.000 | V/C |
| #557 "O" St & "C" St | A 2.8 | 0.232 | A 2.8 | 0.232 | + 0.000 | V/C |
| #558 "O" St & Irvine Blvd | E xxxxxx | 0.928 | E xxxxxx | 0.928 | + 0.000 | V/C |
| #559 "O" St & Trabuco Rd | A xxxxxx | 0.420 | A xxxxxx | 0.420 | + 0.000 | V/C |
| #560 "O" St & Marine Wy | A xxxxxx | 0.362 | A xxxxxx | 0.362 | + 0.000 | V/C |
| #563 "B" St & Irvine Blvd | C xxxxxx | 0.767 | C xxxxxx | 0.767 | + 0.000 | V/C |
| #571 Portola Springs & Portola Pkwy | A xxxxxx | 0.156 | A xxxxxx | 0.156 | + 0.000 | V/C |
| #572 Modjeska/"A" St & Irvine Blvd | B xxxxxx | 0.630 | B xxxxxx | 0.630 | + 0.000 | V/C |
| #603 "O" St & "LN" St | B 12.9 | 0.075 | B 12.9 | 0.075 | + 0.000 | D/V |
| #605 "O" St & "LQ" St | A 2.8 | 0.225 | A 2.8 | 0.225 | + 0.000 | V/C |
| #608 "O" St & "LV" St | A 8.3 | 0.012 | A 8.3 | 0.012 | + 0.000 | D/V |
| #626 "LY" St & "LQ" St | A 4.0 | 0.245 | A 4.0 | 0.245 | + 0.000 | V/C |
| #627 "LY" St & Irvine Blvd | C xxxxxx | 0.740 | C xxxxxx | 0.740 | + 0.000 | V/C |
| #631 "LY" St & Trabuco Rd | A 9.4 | 0.014 | A 9.4 | 0.014 | + 0.000 | D/V |
| #782 "A" St & "LQ" St | A 3.6 | 0.205 | A 3.6 | 0.205 | + 0.000 | V/C |
| #790 "Z" St & Irvine Blvd | B xxxxxx | 0.659 | B xxxxxx | 0.659 | + 0.000 | V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D xxxxxx | 0.887 | D xxxxxx | 0.887 | + 0.000 | V/C |

IUSD High School #5 TIA
Year 2017 With Project
2011 Approved Project

Signal Warrant Summary Report

| Intersection | Base Met | Future Met |
|---------------------------|-------------|-------------|
| | [Del / Vol] | [Del / Vol] |
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #603 "O" St & "LN" St | No / No | ??? / ??? |
| #608 "O" St & "LV" St | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |

 IUSD High School #5 TIA
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Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|----|---|--------------|---|---|------------|---|---|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 81 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 8.7 | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=9]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=138]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 81 | | 0 | 0 | | 48 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 9 |
| Major Street Volume: | 129 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 9 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 766 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

 Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|----|---|--------------|----|----|------------|---|---|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 72 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 8.6 | | | | | |

 Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=9]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=129]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|----|---|----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 72 | | 0 | 24 | | 24 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 9 |
| Major Street Volume: | | | | | 120 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 9 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1015 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

 Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|---|----|--------------|---|---|---|----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | | 8 | 16 | 0 | 0 | | 0 | 54 | 8 | | |
| ApproachDel: | xxxxxx | | | | 8.6 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=18]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=104]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|---|----|--------------|---|---|---|----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | | 8 | 16 | 0 | | | 0 | 54 | 8 | | |
| Major Street Volume: | | | | | 86 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 18 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1130 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
 Year 2017 With Project
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

 Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|-------------|---|---|-------------|---|---|--------------|---|---|--------------|----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 0 | 9 | 0 | 9 | 16 | 0 | 0 | 0 | 53 | 8 |
| ApproachDel: | xxxxxx | | | 8.8 | | | xxxxxx | | | xxxxxx | | |

Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=18]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=95]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|---|--------------|---|---|---|----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 9 | 9 | 16 | 0 | 0 | 0 | 0 | 0 | 53 | 8 | 8 | 8 |
| Major Street Volume: | | | | | 77 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 18 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1168 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
Year 2017 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, FinalVolume, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=36]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=70]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|---|---|--------------|---|---|----|------------|---|---|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 9 | | 0 | 0 | | 25 | | 0 | 0 | | 0 | | 36 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 34 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 36 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1121 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
Year 2017 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, FinalVolume, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=90]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=155]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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 IUSD High School #5 TIA
 Year 2017 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|---|---|--------------|---|---|----|------------|----|----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 9 | | 0 | 0 | | 16 | | 40 | 81 | | 0 | | 9 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | | | | | | | 65 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 90 | | | | | | | | | |
| Minor Approach Volume Threshold: | 1550 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|----|---|--------------|----|----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 90 | 0 | 0 | 56 | 56 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|----|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 90 | | 0 | 0 | | 56 | | 56 | 0 | | 0 | | 0 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 202 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 0 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 836 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
Year 2017 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes (1-0-1-1-0), Final Volume (14 242 69 5 219 20 31 23 25 35 10 5), and Approach Del (xxxxxx, 11.9, 12.9).

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=79]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=698]

FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=698]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|----|--------------|-----|----|------------|----|----|------------|----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 14 | 242 | 69 | 5 | 219 | 20 | 31 | 23 | 25 | 35 | 10 | 5 | | | | | | |
| Major Street Volume: | 569 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 79 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 617 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
Year 2017 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #608 "O" St & "LV" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Delay.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=5]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=25]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #608 "O" St & "LV" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|---|---|--------------|----|---|---|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Major Street Volume: | | | | | 20 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 5 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1263 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Del.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=16]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=246]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|---|---|----|------------|----|----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 5 | | 117 | | 0 | 0 | | 95 | | 13 | 11 | | 0 | | 5 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 230 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 16 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 1006 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[8.7]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 rows for North, South, East, and West bounds.

Critical Gap Module: Table with 12 columns and 2 rows for Critical Gap and FollowUpTime.

Capacity Module: Table with 12 columns and 4 rows for Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns and 7 rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: A[8.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of volume-related metrics.

Critical Gap Module table with 12 columns and 2 rows showing critical gap and follow-up time values.

Capacity Module table with 12 columns and 4 rows showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns and 8 rows showing delay, LOS, and shared queue metrics.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[8.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time values.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing 2Way95thQ, Control Del, LOS by Move, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: A[8.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for gap components (Critical Gp, FollowUpTim) and 4 columns for North, South, East, West bounds.

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for North, South, East, West bounds.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: A[8.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows for Critical Gap and FollowUpTim.

Capacity Module table with 12 columns and 4 rows for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 8 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: A[9.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for North, South, East, West bounds.

Critical Gap Module: Table with 4 columns for North, South, East, West bounds. Rows include Critical Gap and FollowUpTime.

Capacity Module: Table with 4 columns for North, South, East, West bounds. Rows include Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 4 columns for North, South, East, West bounds. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustment factors for each bound.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time for each bound.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, and volume/capacity for each bound.

Level of Service Module: Table with 12 columns showing LOS metrics like 2Way95thQ, Control Del, and Shared LOS for each bound.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with rows for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 40 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with 12 columns for volume values and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation values and 4 rows for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity values and 2 rows for Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.476
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 31 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat. values.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves values.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 0 Average Delay (sec/veh): 18.7
Optimal Cycle: 81 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Sand Canyon Ave & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.902
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: E

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 0 Average Delay (sec/veh): 17.5
Optimal Cycle: 97 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.105
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 13 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves, etc.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 0 Average Delay (sec/veh): 10.6
Optimal Cycle: 47 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 0 Average Delay (sec/veh): 17.7
Optimal Cycle: 113 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module table with 12 columns representing capacity and critical moves like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module table with 12 columns representing capacity and critical moves like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.892
Loss Time (sec): 0 Average Delay (sec/veh): 7.3
Optimal Cycle: 180 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, etc.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.843
Loss Time (sec): 0 Average Delay (sec/veh): 23.5
Optimal Cycle: 146 Level Of Service: C

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for North Bound, South Bound, East Bound, West Bound. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for North Bound, South Bound, East Bound, West Bound. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for North Bound, South Bound, East Bound, West Bound. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume per saturation and critical moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume metrics (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume) across four approaches.

Saturation Flow Module table with 12 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.) across four approaches.

Capacity Analysis Module table with 12 columns for capacity metrics (Vol/Sat, Crit Moves) across four approaches.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.8 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing traffic volumes and adjustment factors for various vehicle types and conditions.

PCE Module:

Table with 13 columns representing PCE (Passenger Car Equivalent) volumes for different vehicle types.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics: CircVolume, MaxVolume, PedVolume, AdjMaxVol, ApproachVol, ApproachV/C, ApproachDel, ApproachLOS, and Queue.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.928
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: E

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics and 4 rows for Vol/Sat, OvlAdjV/S, Crit Moves, and a separator line.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.362
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 46 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors. Rows include Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.156
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 15 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 31 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[12.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume and growth factors across four approaches.

Critical Gap Module: Table with 12 columns for critical gap and follow-up time.

Capacity Module: Table with 12 columns for conflict volume, potential capacity, and volume/capacity.

Level of Service Module: Table with 12 columns for delay, LOS, and approach delay.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 2.8 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 13 columns representing PCE types and volumes like AutoPCE, TruckPCE, ComboPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Average Delay (sec/veh): 7.4 Worst Case Level Of Service: A[8.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns for gap values. Rows include Critical Gap and FollowUpTime.

Capacity Module: Table with 12 columns for capacity values. Rows include Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns for LOS values. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.0 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 12 columns representing different PCE types and volumes like AutoPCE, TruckPCE, ComboPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[9.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 6 rows for various volume adjustments like Base Vol, Growth Adj, etc.

Critical Gap Module: Table with 12 columns for movements and 2 rows for Critical Gap and FollowUpTim.

Capacity Module: Table with 12 columns for movements and 4 rows for Capacity-related metrics like Cnflct Vol, Potent Cap., etc.

Level of Service Module: Table with 12 columns for movements and 6 rows for Level of Service metrics like 2Way95thQ, Control Del, etc.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 3.6 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 12 columns representing different PCE types like AutoPCE, TruckPCE, ComboPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 33 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.887
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity metrics and 2 rows for Vol/Sat and Crit Moves.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 81 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | Volume |
| 0.00 | 0.05 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.048 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.05 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.05 | RTC | | 0.05 | RTC | | 0.01 | RTC | | 0.00 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.05 | Addl ICU | | -0.01 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.10 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 850 | Total Saturation |
| 0 | 72 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | Volume |
| 0.00 | 0.04 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.01 | V/C | | 0.00 | V/C | | 0.00 | 0.056 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.06 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.01 | |
| RTC | | 0.04 | RTC | | 0.06 | RTC | | 0.03 | RTC | | 0.01 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.06 | Addl ICU | | -0.03 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.11 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1481 | 219 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 18 | 8 | 16 | 0 | 0 | 54 | 8 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.04 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.04 | 0.041 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.04 | RTOG | | 0.04 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.02 | RTC | | 0.00 | RTC | | 0.04 | RTC | | 0.04 | |
| Addl ICU | | -0.02 | Addl ICU | | 0.01 | Addl ICU | | -0.04 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.01 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.10 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 0 | 0 | 0 | 1477 | 223 | Total Saturation |
| 0 | 0 | 0 | 9 | 0 | 9 | 16 | 0 | 0 | 0 | 53 | 8 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.04 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.01 | V/C | | 0.04 | 0.056 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.01 | RTOG | | 0.05 | RTOG | | 0.04 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.02 | RTC | | 0.02 | RTC | | 0.05 | RTC | | 0.04 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.01 | Addl ICU | | -0.05 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.11 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 9 | 0 | 0 | 25 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.00 | V/C | | 0.00 | 0.015 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.01 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | |
| RTC | | 0.01 | RTC | | 0.01 | RTC | | 0.00 | RTC | | 0.01 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.01 | Addl ICU | | 0.02 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.02 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.09 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 486 | 1214 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 9 | 0 | 0 | 16 | 40 | 81 | 0 | 9 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.03 | 0.03 | 0.05 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.05 | V/C | | 0.00 | 0.081 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.03 | RTOG | | 0.05 | RTOG | | -0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.00 | RTOR | | 0.03 | |
| RTC | | 0.07 | RTC | | 0.07 | RTC | | 0.05 | RTC | | -0.03 | |
| Addl ICU | | -0.07 | Addl ICU | | -0.04 | Addl ICU | | -0.04 | Addl ICU | | 0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.13 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 90 | 0 | 0 | 56 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.05 | 0.00 | 0.00 | 0.03 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.053 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.05 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.05 | RTC | | 0.05 | RTC | | 0.02 | RTC | | 0.00 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.02 | Addl ICU | | -0.02 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.10 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 577 | 54 | 140 | 148 | 59 | 20 | 98 | 1004 | 273 | 300 | 447 | 35 | Volume |
| 0.17 | 0.03 | 0.00 | 0.09 | 0.03 | 0.01 | 0.06 | 0.30 | 0.16 | 0.09 | 0.13 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.17 | | V/C | 0.03 | | V/C | 0.30 | | V/C | 0.09 | | 0.588 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.03 | | RTOG | 0.30 | | RTOG | 0.33 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.25 | | RTOR | 0.17 | | RTOR | 0.17 | | |
| RTC | 0.18 | | RTC | 0.22 | | RTC | 0.42 | | RTC | 0.46 | | |
| Addl ICU | -0.18 | | Addl ICU | -0.21 | | Addl ICU | -0.26 | | Addl ICU | -0.43 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 0 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 4263 | 837 | 3400 | 3400 | 1700 | Total Saturation |
| 329 | 581 | 453 | 157 | 313 | 77 | 61 | 1330 | 261 | 338 | 1534 | 267 | Volume |
| 0.10 | 0.11 | 0.00 | 0.05 | 0.06 | 0.05 | 0.02 | 0.31 | 0.31 | 0.10 | 0.45 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.11 | V/C | | 0.05 | V/C | | 0.02 | V/C | | 0.45 | 0.629 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.06 | RTOG | | 0.37 | RTOG | | 0.45 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.02 | RTOR | | 0.10 | RTOR | | 0.05 | |
| RTC | | 0.23 | RTC | | 0.08 | RTC | | 0.44 | RTC | | 0.49 | |
| Addl ICU | | -0.23 | Addl ICU | | -0.03 | Addl ICU | | -0.13 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.68 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 1700 | 1700 | Total Saturation |
| 313 | 1058 | 417 | 74 | 649 | 198 | 184 | 225 | 211 | 221 | 200 | 86 | Volume |
| 0.09 | 0.21 | 0.25 | 0.02 | 0.13 | 0.12 | 0.11 | 0.07 | 0.12 | 0.07 | 0.12 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.21 | V/C | | 0.02 | V/C | | 0.11 | V/C | | 0.12 | 0.455 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.14 | RTOG | | 0.16 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.11 | RTOR | | 0.10 | RTOR | | 0.02 | |
| RTC | | 0.33 | RTC | | 0.22 | RTC | | 0.24 | RTC | | 0.13 | |
| Addl ICU | | -0.08 | Addl ICU | | -0.10 | Addl ICU | | -0.11 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.51 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 216 | 1800 | 457 | 80 | 909 | 124 | 300 | 536 | 146 | 186 | 424 | 172 | Volume |
| 0.06 | 0.35 | 0.27 | 0.02 | 0.18 | 0.07 | 0.09 | 0.16 | 0.09 | 0.05 | 0.12 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.35 | | V/C | 0.02 | | V/C | 0.09 | | V/C | 0.12 | | 0.589 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.35 | | RTOG | 0.31 | | RTOG | 0.16 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.09 | | RTOR | 0.20 | | RTOR | 0.02 | | |
| RTC | 0.39 | | RTC | 0.38 | | RTC | 0.31 | | RTC | 0.14 | | |
| Addl ICU | -0.13 | | Addl ICU | -0.31 | | Addl ICU | -0.22 | | Addl ICU | -0.04 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 505 | 0 | 390 | 0 | 0 | 0 | 0 | 712 | 164 | 231 | 569 | 0 | Volume |
| 0.15 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.07 | 0.17 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.15 | | V/C | 0.00 | | V/C | 0.21 | | V/C | 0.07 | | 0.426 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.15 | | RTOG | -0.15 | | RTOG | 0.21 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.11 | | RTOR | 0.15 | | RTOR | 0.15 | | |
| RTC | 0.20 | | RTC | -0.07 | | RTC | 0.32 | | RTC | 0.39 | | |
| Addl ICU | -0.08 | | Addl ICU | 0.07 | | Addl ICU | -0.32 | | Addl ICU | -0.39 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.48 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 401 | 771 | 629 | 119 | 425 | 135 | 128 | 1089 | 137 | 533 | 1528 | 464 | Volume |
| 0.12 | 0.15 | 0.19 | 0.04 | 0.13 | 0.08 | 0.04 | 0.16 | 0.08 | 0.16 | 0.30 | 0.27 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.12 | | V/C | 0.13 | | V/C | 0.04 | | V/C | 0.30 | | 0.580 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.21 | | RTOG | 0.13 | | RTOG | 0.18 | | RTOG | 0.30 | | Right Turn Adjustment |
| RTOR | 0.18 | | RTOR | 0.04 | | RTOR | 0.12 | | RTOR | 0.09 | | |
| RTC | 0.34 | | RTC | 0.15 | | RTC | 0.27 | | RTC | 0.37 | | |
| Addl ICU | -0.16 | | Addl ICU | -0.07 | | Addl ICU | -0.19 | | Addl ICU | -0.10 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.63 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 526 | 2232 | 328 | 185 | 920 | 113 | 146 | 250 | 248 | 288 | 151 | 189 | Volume |
| 0.15 | 0.44 | 0.00 | 0.05 | 0.18 | 0.07 | 0.04 | 0.05 | 0.00 | 0.08 | 0.03 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.44 | V/C | | 0.05 | V/C | | 0.05 | V/C | | 0.08 | 0.626 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.44 | RTOG | | 0.34 | RTOG | | 0.05 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.10 | RTOR | | 0.31 | RTOR | | 0.05 | |
| RTC | | 0.50 | RTC | | 0.42 | RTC | | 0.28 | RTC | | 0.13 | |
| Addl ICU | | -0.50 | Addl ICU | | -0.35 | Addl ICU | | -0.28 | Addl ICU | | -0.02 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 4 | 1 | 1.5 | 0.5 | 2 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 1700 | 6800 | 1700 | 3328 | 72 | 3400 | 1700 | 1093 | 607 | Total Saturation |
| 849 | 2846 | 59 | 12 | 1358 | 289 | 507 | 11 | 337 | 7 | 9 | 5 | Volume |
| 0.25 | 0.42 | 0.03 | 0.01 | 0.20 | 0.17 | 0.15 | 0.15 | 0.10 | 0.00 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.25 | | V/C | 0.20 | | V/C | 0.15 | | V/C | 0.01 | | 0.610 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.44 | | RTOG | 0.20 | | RTOG | 0.16 | | RTOG | 0.01 | | Right Turn Adjustment |
| RTOR | 0.01 | | RTOR | 0.15 | | RTOR | 0.25 | | RTOR | 0.03 | | |
| RTC | 0.45 | | RTC | 0.31 | | RTC | 0.34 | | RTC | 0.03 | | |
| Addl ICU | -0.41 | | Addl ICU | -0.14 | | Addl ICU | -0.24 | | Addl ICU | -0.02 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #304 Sand Canyon Ave (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 | Total Saturation |
| 0 | 3532 | 295 | 107 | 1598 | 0 | 0 | 0 | 0 | 269 | 0 | 217 | Volume |
| 0.00 | 0.52 | 0.17 | 0.03 | 0.24 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.52 | V/C | | 0.03 | V/C | | 0.00 | V/C | | 0.16 | 0.709 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.52 | RTOG | | 0.55 | RTOG | | -0.16 | RTOG | | 0.16 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.16 | RTOR | | 0.32 | RTOR | | 0.03 | |
| RTC | | 0.64 | RTC | | 0.67 | RTC | | 0.08 | RTC | | 0.18 | |
| Addl ICU | | -0.46 | Addl ICU | | -0.67 | Addl ICU | | -0.08 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.76 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 3315 | 369 | 600 | 1307 | 0 | 496 | 0 | 281 | 0 | 0 | 0 | Volume |
| 0.00 | 0.49 | 0.22 | 0.18 | 0.19 | 0.00 | 0.12 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.49 | V/C | | 0.18 | V/C | | 0.12 | V/C | | 0.00 | 0.781 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.49 | RTOG | | 0.66 | RTOG | | 0.12 | RTOG | | -0.12 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.12 | RTOR | | 0.47 | RTOR | | 0.18 | |
| RTC | | 0.58 | RTC | | 0.75 | RTC | | 0.47 | RTC | | 0.02 | |
| Addl ICU | | -0.36 | Addl ICU | | -0.75 | Addl ICU | | -0.36 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 4 | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 6800 | 1700 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 25 | 3108 | 97 | 93 | 1399 | 24 | 79 | 6 | 48 | 48 | 2 | 93 | Volume |
| 0.01 | 0.46 | 0.06 | 0.05 | 0.27 | 0.01 | 0.05 | 0.00 | 0.03 | 0.03 | 0.00 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.46 | V/C | | 0.05 | V/C | | 0.05 | V/C | | 0.00 | 0.559 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.46 | RTOG | | 0.50 | RTOG | | 0.02 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.05 | RTOR | | 0.24 | RTOR | | 0.05 | |
| RTC | | 0.49 | RTC | | 0.53 | RTC | | 0.20 | RTC | | 0.04 | |
| Addl ICU | | -0.43 | Addl ICU | | -0.52 | Addl ICU | | -0.17 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.62 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 2550 | 2550 | Total Saturation |
| 169 | 1666 | 134 | 472 | 909 | 131 | 216 | 166 | 61 | 175 | 61 | 1317 | Volume |
| 0.10 | 0.33 | 0.08 | 0.14 | 0.18 | 0.08 | 0.06 | 0.10 | 0.04 | 0.05 | 0.02 | 0.52 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.33 | V/C | | 0.14 | V/C | | 0.10 | V/C | | 0.05 | 0.615 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.33 | RTOG | | 0.37 | RTOG | | 0.10 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.13 | RTOR | | 0.29 | RTOR | | 0.14 | |
| RTC | | 0.37 | RTC | | 0.46 | RTC | | 0.31 | RTC | | 0.19 | |
| Addl ICU | | -0.29 | Addl ICU | | -0.38 | Addl ICU | | -0.28 | Addl ICU | | 0.33 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.33 | | 0.33 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.99 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 108 | 0 | 219 | 0 | 1673 | 184 | 252 | 2275 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.06 | 0.00 | 0.25 | 0.11 | 0.15 | 0.45 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.45 | 0.510 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.06 | RTOG | | 0.06 | RTOG | | 0.30 | RTOG | | 0.45 | Right Turn Adjustment |
| RTOR | | 0.20 | RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.06 | |
| RTC | | 0.09 | RTC | | 0.06 | RTC | | 0.35 | RTC | | 0.49 | |
| Addl ICU | | -0.09 | Addl ICU | | 0.00 | Addl ICU | | -0.24 | Addl ICU | | -0.49 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.56 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4767 | 333 | Total Saturation |
| 227 | 0 | 494 | 0 | 0 | 0 | 0 | 1617 | 279 | 0 | 2359 | 165 | Volume |
| 0.13 | 0.00 | 0.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.48 | 0.00 | 0.00 | 0.49 | 0.49 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.49 | 0.628 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | -0.13 | RTOG | | 0.49 | RTOG | | 0.49 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.13 | RTOR | | 0.13 | |
| RTC | | 0.15 | RTC | | -0.13 | RTC | | 0.60 | RTC | | 0.60 | |
| Addl ICU | | 0.14 | Addl ICU | | 0.13 | Addl ICU | | -0.60 | Addl ICU | | -0.10 | |
| | | 0.14 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.82 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 693 | 1213 | 176 | 167 | 520 | 652 | 610 | 815 | 284 | 131 | 1484 | 283 | Volume |
| 0.20 | 0.24 | 0.00 | 0.05 | 0.10 | 0.00 | 0.18 | 0.16 | 0.17 | 0.04 | 0.29 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.24 | V/C | | 0.05 | V/C | | 0.18 | V/C | | 0.29 | 0.757 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.08 | RTOG | | 0.43 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.31 | RTOR | | 0.18 | RTOR | | 0.19 | RTOR | | 0.05 | |
| RTC | | 0.47 | RTC | | 0.22 | RTC | | 0.57 | RTC | | 0.33 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.22 | Addl ICU | | -0.40 | Addl ICU | | -0.16 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.81 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5056 | 44 | 1700 | 337 | 1363 | 1700 | 1700 | 1700 | Total Saturation |
| 33 | 2136 | 294 | 28 | 1031 | 9 | 11 | 20 | 81 | 93 | 9 | 52 | Volume |
| 0.02 | 0.42 | 0.00 | 0.02 | 0.20 | 0.20 | 0.01 | 0.06 | 0.06 | 0.05 | 0.01 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.42 | V/C | | 0.02 | V/C | | 0.06 | V/C | | 0.05 | 0.549 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.42 | RTOG | | 0.06 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.11 | RTOR | | 0.23 | RTOR | | 0.02 | |
| RTC | | 0.46 | RTC | | 0.50 | RTC | | 0.23 | RTC | | 0.12 | |
| Addl ICU | | -0.46 | Addl ICU | | -0.29 | Addl ICU | | -0.17 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.60 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5068 | 32 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 20 | 1984 | 316 | 80 | 1423 | 9 | 52 | 25 | 122 | 235 | 13 | 128 | Volume |
| 0.01 | 0.39 | 0.00 | 0.02 | 0.28 | 0.28 | 0.03 | 0.01 | 0.00 | 0.07 | 0.01 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.39 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.07 | 0.496 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.39 | RTOG | | 0.40 | RTOG | | 0.01 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.08 | RTOR | | 0.13 | RTOR | | 0.02 | |
| RTC | | 0.44 | RTC | | 0.46 | RTC | | 0.11 | RTC | | 0.07 | |
| Addl ICU | | -0.44 | Addl ICU | | -0.18 | Addl ICU | | -0.11 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.55 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2521 | 879 | Total Saturation |
| 26 | 1194 | 476 | 102 | 1069 | 480 | 932 | 514 | 8 | 182 | 281 | 98 | Volume |
| 0.02 | 0.23 | 0.00 | 0.03 | 0.21 | 0.00 | 0.27 | 0.15 | 0.00 | 0.05 | 0.11 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.23 | V/C | | 0.03 | V/C | | 0.27 | V/C | | 0.11 | 0.650 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.25 | RTOG | | 0.33 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.23 | RTOR | | 0.27 | RTOR | | 0.05 | RTOR | | 0.03 | |
| RTC | | 0.41 | RTC | | 0.45 | RTC | | 0.37 | RTC | | 0.13 | |
| Addl ICU | | -0.41 | Addl ICU | | -0.45 | Addl ICU | | -0.37 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 2550 | 0 | 2550 | Total Saturation |
| 0 | 2943 | 1288 | 0 | 1014 | 0 | 0 | 0 | 0 | 130 | 0 | 265 | Volume |
| 0.00 | 0.58 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.58 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.05 | 0.628 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.58 | RTOG | | 0.58 | RTOG | | -0.05 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.38 | RTOR | | 0.00 | |
| RTC | | 0.62 | RTC | | 0.62 | RTC | | 0.23 | RTC | | 0.05 | |
| Addl ICU | | -0.62 | Addl ICU | | -0.62 | Addl ICU | | -0.23 | Addl ICU | | 0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.05 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.73 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 1979 | 0 | 0 | 636 | 630 | 2381 | 0 | 230 | 0 | 0 | 0 | Volume |
| 0.00 | 0.39 | 0.00 | 0.00 | 0.12 | 0.00 | 0.47 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.39 | V/C | | 0.00 | V/C | | 0.47 | V/C | | 0.00 | 0.855 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.39 | RTOG | | 0.39 | RTOG | | 0.47 | RTOG | | -0.47 | Right Turn Adjustment |
| RTOR | | 0.47 | RTOR | | 0.47 | RTOR | | 0.26 | RTOR | | 0.00 | |
| RTC | | 0.74 | RTC | | 0.74 | RTC | | 0.66 | RTC | | -0.47 | |
| Addl ICU | | -0.74 | Addl ICU | | -0.74 | Addl ICU | | -0.53 | Addl ICU | | 0.47 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | | 0.90 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 421 | 1279 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 118 | 83 | 252 | 34 | 54 | 18 | 8 | 1026 | 126 | 78 | 596 | 96 | Volume |
| 0.07 | 0.20 | 0.20 | 0.02 | 0.03 | 0.01 | 0.00 | 0.30 | 0.07 | 0.05 | 0.18 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.20 | | V/C | 0.03 | | V/C | 0.30 | | V/C | 0.05 | | 0.576 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.20 | | RTOG | 0.03 | | RTOG | 0.30 | | RTOG | 0.34 | | Right Turn Adjustment |
| RTOR | 0.05 | | RTOR | 0.17 | | RTOR | 0.19 | | RTOR | -0.10 | | |
| RTC | 0.23 | | RTC | 0.16 | | RTC | 0.44 | | RTC | 0.27 | | |
| Addl ICU | -0.03 | | Addl ICU | -0.15 | | Addl ICU | -0.37 | | Addl ICU | -0.21 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.63 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 574 | 1126 | 850 | 144 | 1556 | Total Saturation |
| 10 | 265 | 5 | 111 | 239 | 104 | 160 | 25 | 49 | 5 | 13 | 140 | Volume |
| 0.01 | 0.16 | 0.01 | 0.13 | 0.14 | 0.12 | 0.19 | 0.04 | 0.04 | 0.01 | 0.09 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.13 | V/C | | 0.19 | V/C | | 0.09 | 0.565 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.27 | RTOG | | 0.27 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.23 | RTOR | | 0.19 | RTOR | | 0.15 | RTOR | | 0.13 | |
| RTC | | 0.33 | RTC | | 0.42 | RTC | | 0.38 | RTC | | 0.19 | |
| Addl ICU | | -0.33 | Addl ICU | | -0.29 | Addl ICU | | -0.34 | Addl ICU | | -0.10 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.61 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 330 | 205 | 68 | 61 | 102 | 270 | 445 | 1391 | 288 | 86 | 1939 | 132 | Volume |
| 0.10 | 0.06 | 0.04 | 0.04 | 0.03 | 0.00 | 0.13 | 0.27 | 0.17 | 0.03 | 0.57 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.10 | | V/C | 0.03 | | V/C | 0.13 | | V/C | 0.57 | | 0.828 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.09 | | RTOG | 0.03 | | RTOG | 0.68 | | RTOG | 0.57 | | Right Turn Adjustment |
| RTOR | 0.43 | | RTOR | 0.13 | | RTOR | 0.10 | | RTOR | 0.07 | | |
| RTC | 0.41 | | RTC | 0.13 | | RTC | 0.75 | | RTC | 0.62 | | |
| Addl ICU | -0.37 | | Addl ICU | -0.13 | | Addl ICU | -0.58 | | Addl ICU | -0.54 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.88 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1538 | 162 | 1700 | 1700 | 1700 | 3400 | 3238 | 162 | 1700 | 3103 | 297 | Total Saturation |
| 22 | 19 | 2 | 30 | 14 | 395 | 450 | 360 | 18 | 1 | 387 | 37 | Volume |
| 0.01 | 0.01 | 0.01 | 0.02 | 0.01 | 0.23 | 0.13 | 0.11 | 0.11 | 0.00 | 0.12 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.01 | V/C | | 0.02 | V/C | | 0.13 | V/C | | 0.12 | 0.287 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.02 | RTOG | | 0.26 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.13 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.12 | RTC | | 0.12 | RTC | | 0.27 | RTC | | 0.14 | |
| Addl ICU | | -0.11 | Addl ICU | | 0.12 | Addl ICU | | -0.16 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.12 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.45 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1700 | 1700 | Total Saturation |
| 0 | 0 | 0 | 78 | 0 | 107 | 149 | 231 | 0 | 0 | 274 | 129 | Volume |
| 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.06 | 0.09 | 0.14 | 0.00 | 0.00 | 0.16 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.05 | | V/C | 0.09 | | V/C | 0.16 | | 0.295 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.05 | | RTOG | 0.05 | | RTOG | 0.25 | | RTOG | 0.16 | | Right Turn Adjustment |
| RTOR | 0.11 | | RTOR | 0.09 | | RTOR | 0.05 | | RTOR | 0.05 | | |
| RTC | 0.04 | | RTC | 0.11 | | RTC | 0.28 | | RTC | 0.20 | | |
| Addl ICU | -0.04 | | Addl ICU | -0.05 | | Addl ICU | -0.28 | | Addl ICU | -0.12 | | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.34 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 86 | 0 | 4 | 0 | 0 | 0 | 0 | 1475 | 41 | 6 | 2265 | 0 | Volume |
| 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 | 0.02 | 0.00 | 0.44 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.44 | 0.495 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | -0.05 | RTOG | | 0.44 | RTOG | | 0.44 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.05 | |
| RTC | | 0.17 | RTC | | -0.05 | RTC | | 0.48 | RTC | | 0.48 | |
| Addl ICU | | -0.16 | Addl ICU | | 0.05 | Addl ICU | | -0.45 | Addl ICU | | -0.48 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.54 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 0 | 2267 | 1133 | 1700 | 3400 | 1700 | 1700 | 3379 | 21 | Total Saturation |
| 67 | 2 | 23 | 0 | 2 | 1 | 2 | 271 | 65 | 10 | 161 | 1 | Volume |
| 0.02 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.04 | 0.01 | 0.05 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.00 | V/C | | 0.08 | V/C | | 0.01 | 0.106 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.00 | RTOG | | 0.08 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.04 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.03 | RTC | | 0.03 | RTC | | 0.09 | RTC | | 0.10 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.03 | Addl ICU | | -0.06 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.16 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 66 | 97 | 100 | 180 | 104 | 117 | 137 | 1325 | 83 | 180 | 1996 | 298 | Volume |
| 0.04 | 0.06 | 0.06 | 0.05 | 0.06 | 0.07 | 0.08 | 0.26 | 0.05 | 0.11 | 0.39 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.06 | | V/C | 0.05 | | V/C | 0.08 | | V/C | 0.39 | | 0.582 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.06 | | RTOG | 0.07 | | RTOG | 0.37 | | RTOG | 0.39 | | Right Turn Adjustment |
| RTOR | 0.21 | | RTOR | 0.08 | | RTOR | 0.05 | | RTOR | 0.05 | | |
| RTC | 0.22 | | RTC | 0.13 | | RTC | 0.40 | | RTC | 0.43 | | |
| Addl ICU | -0.16 | | Addl ICU | -0.06 | | Addl ICU | -0.35 | | Addl ICU | -0.26 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.63 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2646 | 754 | 1700 | 3115 | 285 | 1700 | 815 | 885 | 1700 | 1133 | 567 | Total Saturation |
| 14 | 242 | 69 | 5 | 219 | 20 | 31 | 23 | 25 | 35 | 10 | 5 | Volume |
| 0.01 | 0.09 | 0.09 | 0.00 | 0.07 | 0.07 | 0.02 | 0.03 | 0.03 | 0.02 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.09 | V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.02 | 0.143 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.09 | RTOG | | 0.03 | RTOG | | 0.03 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.04 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.11 | RTC | | 0.12 | RTC | | 0.05 | RTC | | 0.03 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.05 | Addl ICU | | -0.02 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.19 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 858 | 842 | 850 | 850 | 850 | Total Saturation |
| 71 | 225 | 67 | 27 | 180 | 35 | 36 | 103 | 101 | 37 | 57 | 57 | Volume |
| 0.08 | 0.13 | 0.08 | 0.03 | 0.11 | 0.04 | 0.04 | 0.12 | 0.12 | 0.04 | 0.07 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.13 | V/C | | 0.03 | V/C | | 0.12 | V/C | | 0.04 | 0.328 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.08 | RTOG | | 0.12 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.10 | RTOR | | 0.06 | RTOR | | 0.03 | |
| RTC | | 0.17 | RTC | | 0.15 | RTC | | 0.16 | RTC | | 0.15 | |
| Addl ICU | | -0.09 | Addl ICU | | -0.11 | Addl ICU | | -0.04 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | N/A | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.01 | | V/C | 0.00 | | V/C | 0.00 | | 0.012 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.01 | | RTOG | 0.01 | | RTOG | 0.00 | | RTOG | 0.00 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.00 | | RTOR | 0.01 | | RTOR | 0.01 | | |
| RTC | -0.01 | | RTC | 0.01 | | RTC | 0.01 | | RTC | 0.01 | | |
| Addl ICU | 0.01 | | Addl ICU | -0.01 | | Addl ICU | -0.01 | | Addl ICU | -0.01 | | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.06 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1642 | 58 | 850 | 1640 | 60 | 850 | 1669 | 31 | 850 | 1649 | 51 | Total Saturation |
| 5 | 142 | 5 | 5 | 136 | 5 | 5 | 265 | 5 | 5 | 161 | 5 | Volume |
| 0.01 | 0.09 | 0.09 | 0.01 | 0.08 | 0.08 | 0.01 | 0.16 | 0.16 | 0.01 | 0.10 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.09 | V/C | | 0.01 | V/C | | 0.16 | V/C | | 0.01 | 0.257 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.09 | RTOG | | 0.16 | RTOG | | 0.16 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.07 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.09 | RTC | | 0.14 | RTC | | 0.17 | RTC | | 0.16 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.05 | Addl ICU | | -0.01 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.31 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 124 | 0 | 119 | 0 | 0 | 0 | 0 | 1334 | 115 | 178 | 2099 | 0 | Volume |
| 0.07 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.26 | 0.07 | 0.10 | 0.62 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.62 | 0.690 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | -0.07 | RTOG | | 0.51 | RTOG | | 0.62 | Right Turn Adjustment |
| RTOR | | 0.36 | RTOR | | 0.00 | RTOR | | 0.07 | RTOR | | 0.07 | |
| RTC | | 0.34 | RTC | | -0.07 | RTC | | 0.57 | RTC | | 0.67 | |
| Addl ICU | | -0.27 | Addl ICU | | 0.07 | Addl ICU | | -0.50 | Addl ICU | | -0.67 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.74 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 5 | 117 | 0 | 0 | 95 | 13 | 11 | 0 | 5 | 0 | 0 | 0 | Volume |
| 0.00 | 0.07 | 0.00 | 0.00 | 0.06 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.00 | 0.075 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.07 | RTOG | | 0.01 | RTOG | | -0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.07 | RTC | | 0.07 | RTC | | 0.02 | RTC | | -0.01 | |
| Addl ICU | | -0.07 | Addl ICU | | -0.06 | Addl ICU | | -0.01 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.13 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0.5 | 0.5 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 185 | 1515 | 19 | 77 | 1623 | 53 | Total Saturation |
| 0 | 0 | 0 | 5 | 5 | 45 | 26 | 213 | 5 | 5 | 106 | 7 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.05 | 0.14 | 0.14 | 0.14 | 0.07 | 0.07 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.14 | V/C | | 0.07 | 0.208 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.00 | RTOG | | 0.14 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.14 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.04 | RTC | | 0.11 | RTC | | 0.15 | RTC | | 0.07 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.05 | Addl ICU | | -0.01 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.26 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 104 | 44 | 132 | 69 | 35 | 54 | 52 | 1511 | 74 | 171 | 2345 | 114 | Volume |
| 0.06 | 0.03 | 0.08 | 0.04 | 0.02 | 0.03 | 0.03 | 0.30 | 0.04 | 0.10 | 0.46 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.06 | | V/C | 0.02 | | V/C | 0.03 | | V/C | 0.46 | | 0.572 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | 0.02 | | RTOG | 0.39 | | RTOG | 0.46 | | Right Turn Adjustment |
| RTOR | 0.19 | | RTOR | 0.03 | | RTOR | 0.06 | | RTOR | 0.06 | | |
| RTC | 0.19 | | RTC | 0.04 | | RTC | 0.44 | | RTC | 0.50 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.01 | | Addl ICU | -0.39 | | Addl ICU | -0.43 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.62 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1.0 | 0.0 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 0 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 79 | 5 | 5 | 67 | 3 | 39 | 81 | 1601 | 102 | 6 | 2442 | 189 | Volume |
| 0.05 | 0.00 | 0.00 | 0.04 | 0.00 | 0.02 | 0.05 | 0.47 | 0.06 | 0.00 | 0.72 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.00 | | V/C | 0.05 | | V/C | 0.72 | | 0.812 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.01 | | RTOG | 0.00 | | RTOG | 0.76 | | RTOG | 0.72 | | Right Turn Adjustment |
| RTOR | 0.30 | | RTOR | 0.05 | | RTOR | 0.05 | | RTOR | 0.04 | | |
| RTC | 0.23 | | RTC | 0.04 | | RTC | 0.80 | | RTC | 0.75 | | |
| Addl ICU | -0.23 | | Addl ICU | -0.01 | | Addl ICU | -0.74 | | Addl ICU | -0.64 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.86 | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2017 – WITH PROJECT
2012 MODIFIED PROJECT OPTION 1
AM PEAK HOUR**

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Impact Analysis Report
 Level Of Service

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|------|-------------|---------|--------|-------------|---------|--------------|
| | LOS | Del/ Veh | V/ C | LOS | Del/ Veh | V/ C | |
| # 1 "B" St & Driveway 1 | A | 9.1 | 0.019 | A | 9.1 | 0.019 | + 0.000 D/V |
| # 2 "B" St & Driveway 2 | A | 9.0 | 0.076 | A | 9.0 | 0.076 | + 0.000 D/V |
| # 3 Driveway 3 & "LQ" St | A | 9.0 | 0.038 | A | 9.0 | 0.038 | + 0.000 D/V |
| # 4 Driveway 4 & "LQ" St | A | 9.8 | 0.052 | A | 9.8 | 0.052 | + 0.000 D/V |
| # 5 "LQ" St & Driveway 5 | A | 9.0 | 0.072 | A | 9.0 | 0.072 | + 0.000 D/V |
| # 6 "LQ" St & Driveway 6 | B | 10.4 | 0.194 | B | 10.4 | 0.194 | + 0.000 D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 D/V |
| #282 Jeffrey Rd & Portola Pkwy | A | xxxxxx | 0.584 | A | xxxxxx | 0.584 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | B | xxxxxx | 0.665 | B | xxxxxx | 0.665 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | B | xxxxxx | 0.689 | B | xxxxxx | 0.689 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | B | xxxxxx | 0.635 | B | xxxxxx | 0.635 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx | 0.372 | A | xxxxxx | 0.372 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | B | xxxxxx | 0.633 | B | xxxxxx | 0.633 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | C | xxxxxx | 0.753 | C | xxxxxx | 0.753 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | B | 14.7 | 0.709 | B | 14.7 | 0.709 | + 0.000 D/V |
| #304 Sand Canyon Ave & Marine Wy | D | xxxxxx | 0.829 | D | xxxxxx | 0.829 | + 0.000 V/C |
| #305 Sand Canyon Ave & I-5 SB Ramps | C | 27.0 | 0.862 | C | 27.0 | 0.862 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | B | xxxxxx | 0.697 | B | xxxxxx | 0.697 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 14.8 | 0.503 | B | 14.8 | 0.503 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | A | 7.8 | 0.548 | A | 7.8 | 0.548 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | E | xxxxxx | 0.913 | E | xxxxxx | 0.913 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | B | xxxxxx | 0.668 | B | xxxxxx | 0.668 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | B | xxxxxx | 0.691 | B | xxxxxx | 0.691 | + 0.000 V/C |

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #341 Alton Pkwy & Barranca Pkwy | B xxxxxx | 0.606 | B xxxxxx | 0.606 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | B 15.1 | 0.835 | B 15.1 | 0.835 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | B 16.4 | 0.697 | B 16.4 | 0.697 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | D xxxxxx | 0.801 | D xxxxxx | 0.801 | + 0.000 V/C |
| #556 Ridge Valley & Portola Pkwy | A xxxxxx | 0.525 | A xxxxxx | 0.525 | + 0.000 V/C |
| #557 "O" St & "C" St | A 5.7 | 0.541 | A 5.7 | 0.541 | + 0.000 V/C |
| #558 "O" St & Irvine Blvd | B xxxxxx | 0.608 | B xxxxxx | 0.608 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | C xxxxxx | 0.716 | C xxxxxx | 0.716 | + 0.000 V/C |
| #560 "O" St & Marine Wy | A xxxxxx | 0.274 | A xxxxxx | 0.274 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | A xxxxxx | 0.546 | A xxxxxx | 0.546 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | B xxxxxx | 0.618 | B xxxxxx | 0.618 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | A xxxxxx | 0.573 | A xxxxxx | 0.573 | + 0.000 V/C |
| #603 "O" St & "LN" St | B 14.6 | 0.289 | B 14.6 | 0.289 | + 0.000 D/V |
| #605 "O" St & "LQ" St | A 2.8 | 0.312 | A 2.8 | 0.312 | + 0.000 V/C |
| #608 "O" St & "LV" St | B 10.4 | 0.159 | B 10.4 | 0.159 | + 0.000 D/V |
| #626 "LY" St & "LQ" St | A 4.2 | 0.289 | A 4.2 | 0.289 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | A xxxxxx | 0.452 | A xxxxxx | 0.452 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A 8.9 | 0.013 | A 8.9 | 0.013 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A 3.6 | 0.172 | A 3.6 | 0.172 | + 0.000 V/C |
| #790 "Z" St & Irvine Blvd | C xxxxxx | 0.728 | C xxxxxx | 0.728 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D xxxxxx | 0.869 | D xxxxxx | 0.869 | + 0.000 V/C |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Signal Warrant Summary Report

| Intersection | Base Met | Future Met |
|---------------------------|-------------|-------------|
| | [Del / Vol] | [Del / Vol] |
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #603 "O" St & "LN" St | No / No | ??? / ??? |
| #608 "O" St & "LV" St | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|-----|---|--------------|---|-----|------------|---|---|------------|---|---|---|---|----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 157 | 0 | 0 | 0 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| ApproachDel: | xxxxxxx | | | xxxxxxx | | | xxxxxxx | | | 9.1 | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=17]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=397]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|---|---|-----|------------|---|---|---|------------|---|---|---|---|---|---|----|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 157 | | 0 | 0 | | 223 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 17 |
| Major Street Volume: | | | | | 380 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 17 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 477 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|---|----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 140 | 0 | 0 | 111 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | |
| ApproachDel: | xxxxxxx | | | xxxxxxx | | | xxxxxxx | | | 9.0 | | | | | |

 Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=17]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=379]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|-----|-----|---|------------|---|---|---|------------|---|---|---|---|---|----|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 140 | 0 | 0 | 0 | 111 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 |
| Major Street Volume: | | | | | 362 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 17 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 635 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | | 37 | 74 | 0 | | | 0 | 105 | 37 | | |
| ApproachDel: | xxxxxx | | | | 9.0 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=35]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=288]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | | 37 | 74 | 0 | | | 0 | 105 | 37 | | |
| Major Street Volume: | | | | | 253 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 35 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 758 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|-------------|---|---|-------------|---|----|--------------|---|---|--------------|-----|----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 0 | 17 | 0 | 17 | 74 | 0 | 0 | 0 | 124 | 37 |
| ApproachDel: | xxxxxx | | | 9.8 | | | xxxxxx | | | xxxxxx | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=34]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=269]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|----|---|---|--------------|---|----|---|--------------|---|---|---|-----|----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | ! | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 17 | | 74 | 0 | 0 | 0 | | 0 | 124 | 37 | | | |
| Major Street Volume: | 235 | | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 34 | | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 784 | | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|--------------|----|---|--------------|---|---|------------|---|---|------------|---|---|----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 17 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.0 | | | xxxxxx | | | | | | | | | | |

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=70]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=179]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|---|---|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 17 | | 0 | 0 | | 92 | | 0 | 0 | | 0 | | 70 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 109 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 70 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 811 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|----|---|--------------|----|-----|------------|---|----|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| FinalVolume: | 0 | 17 | 0 | 0 | 74 | 186 | 157 | 0 | 17 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 10.4 | | | xxxxxx | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=174]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=451]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|-----|-----|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 17 | | 0 | 0 | | 74 | | 186 | 157 | | 0 | | 17 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 277 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 174 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 926 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 175 | 0 | 0 | 260 | 260 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|-----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 175 | 0 | 0 | 0 | 0 | 260 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | | | | | 695 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 0 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 410 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|----|----|--------------|-----|----|------------|----|----|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 11 | 88 | 29 | 2 | 434 | 14 | 11 | 14 | 66 | 149 | 9 | 3 | | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 11.3 | | | 14.6 | | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=91]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=830]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.7]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=161]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=830]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | |
|----------------------------------|--------------|----|----|--------------|-----|----|------------|----|----|------------|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 11 | 88 | 29 | 2 | 434 | 14 | 11 | 14 | 66 | 149 | 9 | 3 | |
| Major Street Volume: | 578 | | | | | | | | | | | | |
| Minor Approach Volume: | 161 | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 610 | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #608 "O" St & "LV" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|----|---|--------------|-----|---|------------|---|---|------------|-----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 82 | 5 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 126 | 0 | 0 | 2 | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 10.4 | | | | | | | | |

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=128]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=331]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #608 "O" St & "LV" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | | |
|----------------------------------|--------------|----|---|--------------|-----|---|------------|---|---|------------|-----|-----|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | | |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 82 | 5 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 126 | 0 | 2 | | | | | | | | |
| Major Street Volume: | | | | | | | | | | | | 203 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | | 128 | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | | 794 | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|----|---|--------------|----|----|------------|---|---|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 11 | 0 | 0 | 71 | 59 | 12 | 0 | 1 | 0 | 0 | 0 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 8.9 | | | xxxxxx | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=13]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=154]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|----|----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 11 | | 0 | 0 | | 71 | | 59 | 12 | | 0 | | 1 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 141 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 13 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1217 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.1]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 1 0 0).

Volume Module: Table with 12 columns for volume adjustments (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for approaches.

Critical Gap Module: Table with 12 columns for critical gap and follow-up time for each approach.

Capacity Module: Table with 12 columns for capacity metrics (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for approaches.

Level of Service Module: Table with 12 columns for LOS metrics (2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for approaches.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: A[9.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 1 0 0).

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume. Columns for each approach and movement.

Critical Gap Module: Critical Gp, FollowUpTim. Columns for each approach and movement.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Columns for each approach and movement.

Level of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Columns for each approach and movement.

Note: Queue reported is the number of cars per lane.

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Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[9.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns for movements (L, T, R). Rows include Control, Rights, and Lanes.

Volume Module table with 12 columns for volume components: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module table with 12 columns for gap components: Critical Gp, FollowUpTim.

Capacity Module table with 12 columns for capacity components: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module table with 12 columns for LOS components: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: A[9.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 7 rows of volume-related metrics.

Critical Gap Module table with 12 columns and 2 rows of critical gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity-related metrics.

Level of Service Module table with 12 columns and 8 rows of level of service and delay data.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: A[9.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, and Lanes.

Volume Module table with 12 columns for volume adjustments (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for North, South, East, and West bounds.

Critical Gap Module table with 12 columns for gap and follow-up time for North, South, East, and West bounds.

Capacity Module table with 12 columns for capacity metrics (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for North, South, East, and West bounds.

Level of Service Module table with 12 columns for LOS metrics (2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for North, South, East, and West bounds.

Note: Queue reported is the number of cars per lane.

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Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[10.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustments for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns showing critical gap and follow-up time values.

Capacity Module table with 12 columns showing conflict volume, potent capacity, move capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns showing delay, LOS by movement, shared capacity, and shared queue information.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 7 rows of volume-related metrics.

Critical Gap Module table with 12 columns and 2 rows of gap-related data.

Capacity Module table with 12 columns and 4 rows of capacity-related data.

Level of Service Module table with 12 columns and 8 rows of level of service data.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns representing different volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 13 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for capacity analysis metrics and 3 rows for Vol/Sat, Crit Moves, and a summary row.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.689 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 36 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | | | | | |
| Rights: | Include | | | Include | | | WideBypass | | | WideBypass | | | | | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 163 | 525 | 149 | 65 | 1031 | 330 | 210 | 146 | 180 | 447 | 352 | 99 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 163 | 525 | 149 | 65 | 1031 | 330 | 210 | 146 | 180 | 447 | 352 | 99 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 163 | 525 | 149 | 65 | 1031 | 330 | 210 | 146 | 180 | 447 | 352 | 99 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 163 | 525 | 149 | 65 | 1031 | 330 | 210 | 146 | 180 | 447 | 352 | 99 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 163 | 525 | 149 | 65 | 1031 | 330 | 210 | 146 | 180 | 447 | 352 | 99 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.34 | 0.66 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.78 | 0.22 |
| Final Sat.: | 3400 | 3973 | 1127 | 3400 | 5100 | 1700 | 1700 | 1700 | 1700 | 3400 | 1327 | 373 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.13 | 0.13 | 0.02 | 0.20 | 0.19 | 0.12 | 0.09 | 0.11 | 0.13 | 0.27 | 0.27 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume categories and 11 rows of adjustment factors.

Saturation Flow Module table with 12 columns for saturation flow and 4 rows for adjustment factors.

Capacity Analysis Module table with 12 columns for capacity analysis and 3 rows of data.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.372
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 19 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 141 | 0 | 169 | 0 | 0 | 0 | 0 | 338 | 466 | 424 | 925 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 141 | 0 | 169 | 0 | 0 | 0 | 0 | 338 | 466 | 424 | 925 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 141 | 0 | 169 | 0 | 0 | 0 | 0 | 338 | 0 | 424 | 925 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 141 | 0 | 169 | 0 | 0 | 0 | 0 | 338 | 0 | 424 | 925 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 141 | 0 | 169 | 0 | 0 | 0 | 0 | 338 | 0 | 424 | 925 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.12 | 0.27 | 0.00 |
| Crit Moves: | | | **** | | | | **** | | | **** | | |

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 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 89 | 378 | 327 | 371 | 758 | 68 | 106 | 1073 | 232 | 597 | 1275 | 113 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 89 | 378 | 327 | 371 | 758 | 68 | 106 | 1073 | 232 | 597 | 1275 | 113 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 89 | 378 | 327 | 371 | 758 | 68 | 106 | 1073 | 232 | 597 | 1275 | 113 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 89 | 378 | 327 | 371 | 758 | 68 | 106 | 1073 | 232 | 597 | 1275 | 113 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 89 | 378 | 327 | 371 | 758 | 68 | 106 | 1073 | 232 | 597 | 1275 | 113 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.07 | 0.10 | 0.11 | 0.22 | 0.04 | 0.03 | 0.16 | 0.14 | 0.18 | 0.25 | 0.07 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.753 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 44 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 1 | |
| | 0 | | | | | | 2 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 255 | 513 | 191 | 167 | 2190 | 71 | 111 | 137 | 474 | 464 | 622 | 224 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 255 | 513 | 191 | 167 | 2190 | 71 | 111 | 137 | 474 | 464 | 622 | 224 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 255 | 513 | 0 | 167 | 2190 | 71 | 111 | 137 | 0 | 464 | 622 | 224 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 255 | 513 | 0 | 167 | 2190 | 71 | 111 | 137 | 0 | 464 | 622 | 224 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 255 | 513 | 0 | 167 | 2190 | 71 | 111 | 137 | 0 | 464 | 622 | 224 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.21 | 0.79 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3750 | 1350 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.10 | 0.00 | 0.05 | 0.43 | 0.04 | 0.03 | 0.03 | 0.00 | 0.14 | 0.17 | 0.17 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 0 Average Delay (sec/veh): 14.7
Optimal Cycle: 78 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Sand Canyon Ave & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.829
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.862
Loss Time (sec): 0 Average Delay (sec/veh): 27.0
Optimal Cycle: 166 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.697 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 37 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 76 | 578 | 142 | 1427 | 1803 | 273 | 86 | 131 | 104 | 72 | 166 | 284 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 76 | 578 | 142 | 1427 | 1803 | 273 | 86 | 131 | 104 | 72 | 166 | 284 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 76 | 578 | 142 | 1427 | 1803 | 273 | 86 | 131 | 104 | 72 | 166 | 284 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 76 | 578 | 142 | 1427 | 1803 | 273 | 86 | 131 | 104 | 72 | 166 | 284 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 76 | 578 | 142 | 1427 | 1803 | 273 | 86 | 131 | 104 | 72 | 166 | 284 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.11 | 1.89 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1881 | 3219 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.11 | 0.08 | 0.42 | 0.35 | 0.16 | 0.03 | 0.08 | 0.06 | 0.02 | 0.09 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 0 Average Delay (sec/veh): 14.8
Optimal Cycle: 46 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.548
Loss Time (sec): 0 Average Delay (sec/veh): 7.8
Optimal Cycle: 50 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.913
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 95 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 205 | 381 | 94 | 266 | 1527 | 588 | 521 | 1115 | 723 | 265 | 907 | 190 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 205 | 381 | 94 | 266 | 1527 | 588 | 521 | 1115 | 723 | 265 | 907 | 190 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 205 | 381 | 0 | 266 | 1527 | 0 | 521 | 1115 | 723 | 265 | 907 | 190 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 205 | 381 | 0 | 266 | 1527 | 0 | 521 | 1115 | 723 | 265 | 907 | 190 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 205 | 381 | 0 | 266 | 1527 | 0 | 521 | 1115 | 723 | 265 | 907 | 190 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.07 | 0.00 | 0.08 | 0.30 | 0.00 | 0.15 | 0.22 | 0.43 | 0.08 | 0.18 | 0.11 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Table with 4 main columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, Crit Moves, and a row of asterisks.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.691
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 148 | 996 | 210 | 117 | 2126 | 78 | 11 | 12 | 28 | 389 | 41 | 95 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 148 | 996 | 210 | 117 | 2126 | 78 | 11 | 12 | 28 | 389 | 41 | 95 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 148 | 996 | 0 | 117 | 2126 | 78 | 11 | 12 | 0 | 389 | 41 | 95 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 148 | 996 | 0 | 117 | 2126 | 78 | 11 | 12 | 0 | 389 | 41 | 95 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 148 | 996 | 0 | 117 | 2126 | 78 | 11 | 12 | 0 | 389 | 41 | 95 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.89 | 0.11 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4920 | 180 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.20 | 0.00 | 0.03 | 0.43 | 0.43 | 0.01 | 0.01 | 0.00 | 0.11 | 0.02 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 6 | 941 | 144 | 81 | 1478 | 896 | 388 | 146 | 12 | 316 | 419 | 86 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 6 | 941 | 144 | 81 | 1478 | 896 | 388 | 146 | 12 | 316 | 419 | 86 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 6 | 941 | 0 | 81 | 1478 | 0 | 388 | 146 | 12 | 316 | 419 | 86 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 6 | 941 | 0 | 81 | 1478 | 0 | 388 | 146 | 12 | 316 | 419 | 86 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 6 | 941 | 0 | 81 | 1478 | 0 | 388 | 146 | 12 | 316 | 419 | 86 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.85 | 0.15 | 2.00 | 1.66 | 0.34 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3142 | 258 | 3400 | 2821 | 579 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.18 | 0.00 | 0.02 | 0.29 | 0.00 | 0.11 | 0.05 | 0.05 | 0.09 | 0.15 | 0.15 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 0 Average Delay (sec/veh): 15.1
Optimal Cycle: 138 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 0 Average Delay (sec/veh): 16.4
Optimal Cycle: 75 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 52 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 26 | 867 | 75 | 88 | 3470 | 121 | 19 | 2 | 21 | 71 | 8 | 64 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 26 | 867 | 75 | 88 | 3470 | 121 | 19 | 2 | 21 | 71 | 8 | 64 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 26 | 867 | 75 | 88 | 3470 | 121 | 19 | 2 | 21 | 71 | 8 | 64 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 867 | 75 | 88 | 3470 | 121 | 19 | 2 | 21 | 71 | 8 | 64 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 26 | 867 | 75 | 88 | 3470 | 121 | 19 | 2 | 21 | 71 | 8 | 64 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.76 | 0.24 | 1.00 | 3.00 | 1.00 | 1.00 | 0.09 | 0.91 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 4694 | 406 | 1700 | 5100 | 1700 | 1700 | 148 | 1552 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.18 | 0.18 | 0.05 | 0.68 | 0.07 | 0.01 | 0.01 | 0.01 | 0.04 | 0.00 | 0.04 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.525 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 25 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 193 | 19 | 44 | 134 | 63 | 36 | 21 | 410 | 84 | 172 | 1038 | 23 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 193 | 19 | 44 | 134 | 63 | 36 | 21 | 410 | 84 | 172 | 1038 | 23 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 193 | 19 | 44 | 134 | 63 | 36 | 21 | 410 | 84 | 172 | 1038 | 23 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 193 | 19 | 44 | 134 | 63 | 36 | 21 | 410 | 84 | 172 | 1038 | 23 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 193 | 19 | 44 | 134 | 63 | 36 | 21 | 410 | 84 | 172 | 1038 | 23 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.30 | 0.70 | 1.00 | 1.00 | 1.00 | 1.00 | 1.66 | 0.34 | 1.00 | 1.96 | 0.04 |
| Final Sat.: | 1700 | 513 | 1187 | 1700 | 1700 | 1700 | 1700 | 2822 | 578 | 1700 | 3326 | 74 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.11 | 0.04 | 0.04 | 0.08 | 0.04 | 0.02 | 0.01 | 0.15 | 0.15 | 0.10 | 0.31 | 0.31 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 5.7 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 30 | 91 | 1 | 55 | 347 | 231 | 30 | 8 | 41 | 1 | 26 | 88 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 30 | 91 | 1 | 55 | 347 | 231 | 30 | 8 | 41 | 1 | 26 | 88 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 30 | 91 | 1 | 55 | 347 | 231 | 30 | 8 | 41 | 1 | 26 | 88 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 30 | 91 | 1 | 55 | 347 | 231 | 30 | 8 | 41 | 1 | 26 | 88 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 30 | 91 | 1 | 55 | 347 | 231 | 30 | 8 | 41 | 1 | 26 | 88 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|----|---|----|-----|-----|----|---|----|---|----|----|
| AutoPCE: | 30 | 91 | 1 | 55 | 347 | 231 | 30 | 8 | 41 | 1 | 26 | 88 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 30 | 91 | 1 | 55 | 347 | 231 | 30 | 8 | 41 | 1 | 26 | 88 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 93 | 57 | 403 | 151 |
| MaxVolume: | 1150 | 1169 | 982 | 1118 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1150 | 1169 | 982 | 1118 |
| ApproachVol: | 122 | 633 | 79 | 115 |
| ApproachV/C: | 0.11 | 0.54 | 0.08 | 0.10 |
| ApproachDel: | 3.5 | 6.7 | 4.0 | 3.6 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.4 | 3.4 | 0.3 | 0.3 |

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.608 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 29 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 3 | 2 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 161 | 34 | 44 | 152 | 294 | 548 | 131 | 1366 | 288 | 79 | 1310 | 32 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 161 | 34 | 44 | 152 | 294 | 548 | 131 | 1366 | 288 | 79 | 1310 | 32 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 161 | 34 | 44 | 152 | 294 | 0 | 131 | 1366 | 288 | 79 | 1310 | 32 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 161 | 34 | 44 | 152 | 294 | 0 | 131 | 1366 | 288 | 79 | 1310 | 32 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 161 | 34 | 44 | 152 | 294 | 0 | 131 | 1366 | 288 | 79 | 1310 | 32 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.02 | 0.03 | 0.09 | 0.09 | 0.00 | 0.04 | 0.27 | 0.17 | 0.02 | 0.39 | 0.02 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.716 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 39 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 1 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 69 | 50 | 3 | 37 | 69 | 810 | 408 | 229 | 49 | 5 | 467 | 38 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 69 | 50 | 3 | 37 | 69 | 810 | 408 | 229 | 49 | 5 | 467 | 38 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 69 | 50 | 3 | 37 | 69 | 810 | 408 | 229 | 49 | 5 | 467 | 38 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 69 | 50 | 3 | 37 | 69 | 810 | 408 | 229 | 49 | 5 | 467 | 38 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 69 | 50 | 3 | 37 | 69 | 810 | 408 | 229 | 49 | 5 | 467 | 38 |
| OvlAdjVol: | 606 | | | | | | | | | | | |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.94 | 0.06 | 1.00 | 1.00 | 1.00 | 2.00 | 1.65 | 0.35 | 1.00 | 1.85 | 0.15 |
| Final Sat.: | 1700 | 1604 | 96 | 1700 | 1700 | 1700 | 3400 | 2801 | 599 | 1700 | 3144 | 256 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.03 | 0.03 | 0.02 | 0.04 | 0.48 | 0.12 | 0.08 | 0.08 | 0.00 | 0.15 | 0.15 |
| OvlAdjV/S: | 0.36 | | | | | | | | | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.274 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 17 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 162 | 0 | 75 | 38 | 219 | 0 | 0 | 172 | 65 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 162 | 0 | 75 | 38 | 219 | 0 | 0 | 172 | 65 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 162 | 0 | 75 | 38 | 219 | 0 | 0 | 172 | 65 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 162 | 0 | 75 | 38 | 219 | 0 | 0 | 172 | 65 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 162 | 0 | 75 | 38 | 219 | 0 | 0 | 172 | 65 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.04 | 0.02 | 0.13 | 0.00 | 0.00 | 0.10 | 0.04 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.546 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 26 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 161 | 0 | 14 | 0 | 0 | 0 | 0 | 1915 | 215 | 7 | 1363 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 161 | 0 | 14 | 0 | 0 | 0 | 0 | 1915 | 215 | 7 | 1363 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 161 | 0 | 14 | 0 | 0 | 0 | 0 | 1915 | 215 | 7 | 1363 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 161 | 0 | 14 | 0 | 0 | 0 | 0 | 1915 | 215 | 7 | 1363 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 161 | 0 | 14 | 0 | 0 | 0 | 0 | 1915 | 215 | 7 | 1363 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.38 | 0.13 | 0.00 | 0.40 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.618 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 30 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 393 | 10 | 44 | 36 | 89 | 320 | 0 | 455 | 116 | 22 | 719 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 393 | 10 | 44 | 36 | 89 | 320 | 0 | 455 | 116 | 22 | 719 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 393 | 10 | 44 | 36 | 89 | 320 | 0 | 455 | 116 | 22 | 719 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 393 | 10 | 44 | 36 | 89 | 320 | 0 | 455 | 116 | 22 | 719 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 393 | 10 | 44 | 36 | 89 | 320 | 0 | 455 | 116 | 22 | 719 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.19 | 0.81 | 1.00 | 0.22 | 0.78 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 315 | 1385 | 1700 | 370 | 1330 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.12 | 0.03 | 0.03 | 0.02 | 0.24 | 0.24 | 0.00 | 0.13 | 0.07 | 0.01 | 0.21 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 27 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 40 | 48 | 118 | 351 | 84 | 123 | 63 | 1493 | 44 | 98 | 1241 | 167 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 40 | 48 | 118 | 351 | 84 | 123 | 63 | 1493 | 44 | 98 | 1241 | 167 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 40 | 48 | 118 | 351 | 84 | 123 | 63 | 1493 | 44 | 98 | 1241 | 167 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 40 | 48 | 118 | 351 | 84 | 123 | 63 | 1493 | 44 | 98 | 1241 | 167 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 40 | 48 | 118 | 351 | 84 | 123 | 63 | 1493 | 44 | 98 | 1241 | 167 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.03 | 0.07 | 0.10 | 0.05 | 0.07 | 0.04 | 0.29 | 0.03 | 0.06 | 0.24 | 0.10 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: B[14.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic flows and 6 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Critical Gap Module table with 12 columns for gap and follow-up times across four approaches.

Capacity Module table with 12 columns for capacity-related metrics and 4 rows for Conflict Vol, Potent Cap., etc.

Level of Service Module table with 12 columns for LOS metrics and 7 rows for 2Way95thQ, Control Del, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 2.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 28 | 109 | 53 | 34 | 601 | 53 | 9 | 44 | 2 | 182 | 90 | 13 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 28 | 109 | 53 | 34 | 601 | 53 | 9 | 44 | 2 | 182 | 90 | 13 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 28 | 109 | 53 | 34 | 601 | 53 | 9 | 44 | 2 | 182 | 90 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 28 | 109 | 53 | 34 | 601 | 53 | 9 | 44 | 2 | 182 | 90 | 13 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 28 | 109 | 53 | 34 | 601 | 53 | 9 | 44 | 2 | 182 | 90 | 13 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|----|----|-----|----|---|----|---|-----|----|----|
| AutoPCE: | 28 | 109 | 53 | 34 | 601 | 53 | 9 | 44 | 2 | 182 | 90 | 13 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 28 | 109 | 53 | 34 | 601 | 53 | 9 | 44 | 2 | 182 | 90 | 13 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 87 | 300 | 817 | 146 |
| MaxVolume: | 2361 | 2208 | 759 | 1121 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2361 | 2208 | 759 | 1121 |
| ApproachVol: | 190 | 688 | 55 | 285 |
| ApproachV/C: | 0.08 | 0.31 | 0.07 | 0.25 |
| ApproachDel: | 1.7 | 2.4 | 5.1 | 4.3 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.3 | 1.3 | 0.2 | 1.0 |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B [10.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustment factors for each bound.

Critical Gap Module table with 12 columns showing critical gap and follow-up time values.

Capacity Module table with 12 columns showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns showing delay, LOS by movement, and approach delay.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.2 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 21 | 1 | 0 | 197 | 4 | 0 | 154 | 1 | 3 | 340 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 21 | 1 | 0 | 197 | 4 | 0 | 154 | 1 | 3 | 340 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 21 | 1 | 0 | 197 | 4 | 0 | 154 | 1 | 3 | 340 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 21 | 1 | 0 | 197 | 4 | 0 | 154 | 1 | 3 | 340 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 21 | 1 | 0 | 197 | 4 | 0 | 154 | 1 | 3 | 340 | 0 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|----|---|---|-----|---|---|-----|---|---|-----|---|
| AutoPCE: | 0 | 21 | 1 | 0 | 197 | 4 | 0 | 154 | 1 | 3 | 340 | 0 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 21 | 1 | 0 | 197 | 4 | 0 | 154 | 1 | 3 | 340 | 0 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 154 | 343 | 200 | 21 |
| MaxVolume: | 1117 | 1015 | 1092 | 1189 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1117 | 1015 | 1092 | 1189 |
| ApproachVol: | 22 | 201 | 155 | 343 |
| ApproachV/C: | 0.02 | 0.20 | 0.14 | 0.29 |
| ApproachDel: | 3.3 | 4.4 | 3.8 | 4.3 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.1 | 0.7 | 0.5 | 1.2 |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 22 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 73 | 0 | 82 | 0 | 0 | 0 | 0 | 1463 | 74 | 70 | 1204 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 73 | 0 | 82 | 0 | 0 | 0 | 0 | 1463 | 74 | 70 | 1204 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 73 | 0 | 82 | 0 | 0 | 0 | 0 | 1463 | 74 | 70 | 1204 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 73 | 0 | 82 | 0 | 0 | 0 | 0 | 1463 | 74 | 70 | 1204 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 73 | 0 | 82 | 0 | 0 | 0 | 0 | 1463 | 74 | 70 | 1204 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 | 0.04 | 0.04 | 0.35 | 0.00 |
| Crit Moves: | | | **** | | | | **** | | | | **** | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[8.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustments for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns showing critical gap and follow-up time values.

Capacity Module table with 12 columns showing conflict volume, potential capacity, move capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns showing 2Way95thQ, control delay, LOS by movement, shared capacity, shared queue, shared delay, shared LOS, approach delay, and approach LOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 3.6 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 94 | 15 | 139 | 0 | 0 | 198 | 7 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 94 | 15 | 139 | 0 | 0 | 198 | 7 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 94 | 15 | 139 | 0 | 0 | 198 | 7 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 94 | 15 | 139 | 0 | 0 | 198 | 7 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 94 | 15 | 139 | 0 | 0 | 198 | 7 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|---|---|----|----|-----|---|---|-----|---|
| AutoPCE: | 0 | 0 | 0 | 0 | 0 | 94 | 15 | 139 | 0 | 0 | 198 | 7 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 0 | 0 | 94 | 15 | 139 | 0 | 0 | 198 | 7 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 154 | 198 | 0 | 15 |
| MaxVolume: | xxxxxx | 1093 | 1200 | 1192 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1093 | 1200 | 1192 |
| ApproachVol: | xxxxxx | 94 | 154 | 205 |
| ApproachV/C: | 1.00 | 0.09 | 0.13 | 0.17 |
| ApproachDel: | xxxxxx | 3.6 | 3.4 | 3.6 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.3 | 0.4 | 0.6 |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 80 | 20 | 190 | 192 | 68 | 81 | 25 | 1915 | 77 | 133 | 1363 | 28 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 80 | 20 | 190 | 192 | 68 | 81 | 25 | 1915 | 77 | 133 | 1363 | 28 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 80 | 20 | 190 | 192 | 68 | 81 | 25 | 1915 | 77 | 133 | 1363 | 28 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 80 | 20 | 190 | 192 | 68 | 81 | 25 | 1915 | 77 | 133 | 1363 | 28 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 80 | 20 | 190 | 192 | 68 | 81 | 25 | 1915 | 77 | 133 | 1363 | 28 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.01 | 0.11 | 0.11 | 0.04 | 0.05 | 0.01 | 0.38 | 0.05 | 0.08 | 0.27 | 0.02 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 72 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 157 | 0 | 0 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | Volume |
| 0.00 | 0.09 | 0.00 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.00 | 0.131 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.13 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | |
| RTC | | 0.13 | RTC | | 0.13 | RTC | | 0.00 | RTC | | 0.03 | |
| Addl ICU | | -0.13 | Addl ICU | | -0.13 | Addl ICU | | 0.00 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.18 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 850 | Total Saturation |
| 0 | 140 | 0 | 111 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | Volume |
| 0.00 | 0.08 | 0.00 | 0.07 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.00 | 0.148 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | 0.15 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.07 | |
| RTC | | 0.08 | RTC | | 0.15 | RTC | | 0.06 | RTC | | 0.05 | |
| Addl ICU | | -0.08 | Addl ICU | | -0.15 | Addl ICU | | -0.06 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.20 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | | | | | | |
|---|------|-------|-----------|-----------|------|----------|------|-----------|--------------|-------|------|--------------------|--|------|--|-----------------------|--|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | | | | | | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | | | | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes | | | | | |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane | | | | | |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1257 | 443 | Total Saturation | | | | | |
| 0 | 0 | 0 | 0 | 0 | 35 | 37 | 74 | 0 | 0 | 105 | 37 | Volume | | | | | |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.02 | 0.04 | 0.00 | 0.00 | 0.08 | 0.08 | Vol/Sat | | | | | |
| <i>Critical Movements</i> | | | | | | | | | | | | | | | | | |
| Direction | | N/A | | Direction | | SBT | | Direction | | EBL | | Direction | | WBT | | Initial ICU | |
| V/C | | 0.00 | | V/C | | 0.00 | | V/C | | 0.02 | | V/C | | 0.08 | | 0.105 | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | | | | | | |
| RTOG | | 0.00 | | RTOG | | 0.00 | | RTOG | | 0.11 | | RTOG | | 0.08 | | Right Turn Adjustment | |
| RTOR | | 0.06 | | RTOR | | 0.02 | | RTOR | | 0.00 | | RTOR | | 0.00 | | | |
| RTC | | 0.05 | | RTC | | 0.02 | | RTC | | 0.11 | | RTC | | 0.08 | | | |
| Addl ICU | | -0.05 | | Addl ICU | | 0.00 | | Addl ICU | | -0.11 | | Addl ICU | | 0.00 | | | |
| | | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| | | | | | | | | | | | | Clearance Interval | | 0.05 | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.16 | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 0 | 0 | 0 | 1309 | 391 | Total Saturation |
| 0 | 0 | 0 | 17 | 0 | 17 | 74 | 0 | 0 | 0 | 124 | 37 | Volume |
| 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.02 | 0.04 | 0.00 | 0.00 | 0.00 | 0.09 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.02 | | V/C | 0.04 | | V/C | 0.09 | | 0.158 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.02 | | RTOG | 0.02 | | RTOG | 0.14 | | RTOG | 0.09 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.04 | | RTOR | 0.02 | | RTOR | 0.02 | | |
| RTC | 0.08 | | RTC | 0.05 | | RTC | 0.15 | | RTC | 0.11 | | |
| Addl ICU | -0.08 | | Addl ICU | -0.03 | | Addl ICU | -0.15 | | Addl ICU | -0.02 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.21 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 17 | 0 | 0 | 92 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | 0.054 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.05 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | |
| RTC | | 0.05 | RTC | | 0.05 | RTC | | 0.00 | RTC | | 0.03 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.05 | Addl ICU | | 0.04 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.04 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.15 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 484 | 1216 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 17 | 0 | 0 | 74 | 186 | 157 | 0 | 17 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.15 | 0.15 | 0.09 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.15 | V/C | | 0.09 | V/C | | 0.00 | 0.245 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.15 | RTOG | | 0.09 | RTOG | | -0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.00 | RTOR | | 0.14 | |
| RTC | | 0.22 | RTC | | 0.22 | RTC | | 0.09 | RTC | | 0.01 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.07 | Addl ICU | | -0.08 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.30 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 175 | 0 | 0 | 260 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.10 | 0.00 | 0.00 | 0.15 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.15 | V/C | | 0.00 | V/C | | 0.00 | 0.153 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.15 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.05 | |
| RTC | | 0.15 | RTC | | 0.15 | RTC | | 0.00 | RTC | | 0.04 | |
| Addl ICU | | -0.15 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.20 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 762 | 24 | 21 | 22 | 22 | 8 | 27 | 753 | 385 | 130 | 955 | 22 | Volume |
| 0.22 | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.02 | 0.22 | 0.23 | 0.04 | 0.28 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.22 | | V/C | 0.01 | | V/C | 0.02 | | V/C | 0.28 | | 0.534 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.22 | | RTOG | 0.01 | | RTOG | 0.26 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.02 | | RTOR | 0.22 | | RTOR | 0.22 | | |
| RTC | 0.28 | | RTC | 0.02 | | RTC | 0.43 | | RTC | 0.45 | | |
| Addl ICU | -0.28 | | Addl ICU | -0.02 | | Addl ICU | -0.20 | | Addl ICU | -0.44 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.58 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 0 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 4094 | 1006 | 3400 | 3400 | 1700 | Total Saturation |
| 91 | 413 | 293 | 155 | 669 | 35 | 61 | 985 | 242 | 480 | 1492 | 226 | Volume |
| 0.03 | 0.08 | 0.00 | 0.05 | 0.13 | 0.02 | 0.02 | 0.24 | 0.24 | 0.14 | 0.44 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.03 | | V/C | 0.13 | | V/C | 0.02 | | V/C | 0.44 | | 0.615 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.11 | | RTOG | 0.13 | | RTOG | 0.32 | | RTOG | 0.44 | | Right Turn Adjustment |
| RTOR | 0.22 | | RTOR | 0.02 | | RTOR | 0.03 | | RTOR | 0.08 | | |
| RTC | 0.27 | | RTC | 0.14 | | RTC | 0.34 | | RTC | 0.50 | | |
| Addl ICU | -0.27 | | Addl ICU | -0.12 | | Addl ICU | -0.10 | | Addl ICU | -0.36 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3973 | 1127 | 3400 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 1700 | 1700 | Total Saturation |
| 163 | 525 | 149 | 65 | 1031 | 330 | 210 | 146 | 180 | 447 | 352 | 99 | Volume |
| 0.05 | 0.13 | 0.13 | 0.02 | 0.20 | 0.19 | 0.12 | 0.04 | 0.11 | 0.13 | 0.21 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.20 | | V/C | 0.12 | | V/C | 0.21 | | 0.581 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.23 | | RTOG | 0.20 | | RTOG | 0.20 | | RTOG | 0.21 | | Right Turn Adjustment |
| RTOR | 0.29 | | RTOR | 0.12 | | RTOR | 0.05 | | RTOR | 0.12 | | |
| RTC | 0.45 | | RTC | 0.29 | | RTC | 0.24 | | RTC | 0.30 | | |
| Addl ICU | -0.31 | | Addl ICU | -0.10 | | Addl ICU | -0.13 | | Addl ICU | -0.24 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | |
| | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 118 | 635 | 196 | 152 | 1363 | 264 | 186 | 363 | 132 | 601 | 722 | 66 | Volume |
| 0.03 | 0.12 | 0.12 | 0.04 | 0.27 | 0.16 | 0.05 | 0.11 | 0.08 | 0.18 | 0.21 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.27 | | V/C | 0.11 | | V/C | 0.18 | | 0.585 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.26 | | RTOG | 0.27 | | RTOG | 0.11 | | RTOG | 0.23 | | Right Turn Adjustment |
| RTOR | 0.18 | | RTOR | 0.07 | | RTOR | 0.03 | | RTOR | 0.18 | | |
| RTC | 0.39 | | RTC | 0.32 | | RTC | 0.13 | | RTC | 0.36 | | |
| Addl ICU | -0.27 | | Addl ICU | -0.17 | | Addl ICU | -0.06 | | Addl ICU | -0.32 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.64 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 141 | 0 | 169 | 0 | 0 | 0 | 0 | 338 | 466 | 424 | 925 | 0 | Volume |
| 0.04 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.12 | 0.27 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.27 | 0.314 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | -0.04 | RTOG | | 0.15 | RTOG | | 0.27 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.17 | RTC | | -0.04 | RTC | | 0.18 | RTC | | 0.30 | |
| Addl ICU | | -0.12 | Addl ICU | | 0.04 | Addl ICU | | -0.18 | Addl ICU | | -0.30 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.36 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 89 | 378 | 327 | 371 | 758 | 68 | 106 | 1073 | 232 | 597 | 1275 | 113 | Volume |
| 0.03 | 0.07 | 0.10 | 0.11 | 0.22 | 0.04 | 0.03 | 0.16 | 0.14 | 0.18 | 0.25 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.22 | V/C | | 0.16 | V/C | | 0.18 | 0.583 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.14 | RTOG | | 0.22 | RTOG | | 0.16 | RTOG | | 0.30 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.08 | RTOR | | 0.03 | RTOR | | 0.18 | |
| RTC | | 0.27 | RTC | | 0.29 | RTC | | 0.18 | RTC | | 0.43 | |
| Addl ICU | | -0.18 | Addl ICU | | -0.25 | Addl ICU | | -0.04 | Addl ICU | | -0.37 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 255 | 513 | 191 | 167 | 2190 | 71 | 111 | 137 | 474 | 464 | 622 | 224 | Volume |
| 0.08 | 0.10 | 0.00 | 0.05 | 0.43 | 0.04 | 0.03 | 0.03 | 0.00 | 0.14 | 0.12 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.08 | V/C | | 0.43 | V/C | | 0.03 | V/C | | 0.14 | 0.668 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.46 | RTOG | | 0.43 | RTOG | | 0.03 | RTOG | | 0.13 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.04 | RTOR | | 0.08 | RTOR | | 0.40 | |
| RTC | | 0.56 | RTC | | 0.46 | RTC | | 0.08 | RTC | | 0.43 | |
| Addl ICU | | -0.56 | Addl ICU | | -0.42 | Addl ICU | | -0.08 | Addl ICU | | -0.30 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.72 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 1 | 4 | 1 | 1.5 | 0.5 | 2 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 1700 | 6800 | 1700 | 3318 | 82 | 3400 | 1700 | 567 | 1133 | Total Saturation |
| 162 | 914 | 8 | 6 | 3298 | 349 | 283 | 7 | 515 | 8 | 4 | 8 | Volume |
| 0.05 | 0.18 | 0.00 | 0.00 | 0.49 | 0.21 | 0.09 | 0.09 | 0.15 | 0.00 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.49 | | V/C | 0.09 | | V/C | 0.01 | | 0.625 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.53 | | RTOG | 0.49 | | RTOG | 0.09 | | RTOG | 0.01 | | Right Turn Adjustment |
| RTOR | 0.01 | | RTOR | 0.09 | | RTOR | 0.05 | | RTOR | 0.35 | | |
| RTC | 0.53 | | RTC | 0.55 | | RTC | 0.12 | | RTC | 0.27 | | |
| Addl ICU | -0.53 | | Addl ICU | -0.34 | | Addl ICU | 0.03 | | Addl ICU | -0.27 | | |
| | 0.00 | | | 0.00 | | | 0.03 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #304 Sand Canyon Ave (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 1700 | 3400 | 5100 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | Total Saturation |
| 0 | 1003 | 145 | 164 | 3643 | 0 | 0 | 0 | 0 | 220 | 0 | 68 | Volume |
| 0.00 | 0.20 | 0.09 | 0.05 | 0.71 | 0.00 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.71 | V/C | | 0.00 | V/C | | 0.06 | 0.779 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.67 | RTOG | | 0.71 | RTOG | | -0.06 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.06 | RTOR | | 0.00 | RTOR | | 0.52 | |
| RTC | | 0.71 | RTC | | 0.76 | RTC | | -0.06 | RTC | | 0.45 | |
| Addl ICU | | -0.63 | Addl ICU | | -0.76 | Addl ICU | | 0.06 | Addl ICU | | -0.41 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 821 | 170 | 857 | 3012 | 0 | 386 | 3 | 1116 | 0 | 0 | 0 | Volume |
| 0.00 | 0.12 | 0.10 | 0.25 | 0.44 | 0.00 | 0.09 | 0.00 | 0.44 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.44 | V/C | | 0.09 | V/C | | 0.00 | 0.534 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.44 | RTOG | | 0.09 | RTOG | | -0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.00 | RTOR | | 0.32 | |
| RTC | | 0.26 | RTC | | 0.51 | RTC | | 0.09 | RTC | | 0.15 | |
| Addl ICU | | -0.16 | Addl ICU | | -0.51 | Addl ICU | | 0.35 | Addl ICU | | -0.15 | |
| | | 0.00 | | | 0.00 | | | 0.35 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.93 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4694 | 406 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 26 | 867 | 75 | 88 | 3470 | 121 | 19 | 2 | 21 | 71 | 8 | 64 | Volume |
| 0.02 | 0.18 | 0.18 | 0.05 | 0.68 | 0.07 | 0.01 | 0.00 | 0.01 | 0.04 | 0.00 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.68 | V/C | | 0.00 | V/C | | 0.04 | 0.739 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.64 | RTOG | | 0.68 | RTOG | | 0.00 | RTOG | | 0.03 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.02 | RTOR | | 0.51 | |
| RTC | | 0.68 | RTC | | 0.71 | RTC | | 0.01 | RTC | | 0.42 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.64 | Addl ICU | | 0.00 | Addl ICU | | -0.38 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.79 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 2550 | 2550 | Total Saturation |
| 76 | 578 | 142 | 1427 | 1803 | 273 | 86 | 131 | 104 | 72 | 166 | 284 | Volume |
| 0.04 | 0.11 | 0.08 | 0.42 | 0.35 | 0.16 | 0.03 | 0.08 | 0.06 | 0.02 | 0.07 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.11 | | V/C | 0.42 | | V/C | 0.03 | | V/C | 0.07 | | 0.623 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.11 | | RTOG | 0.49 | | RTOG | 0.07 | | RTOG | 0.07 | | Right Turn Adjustment |
| RTOR | 0.01 | | RTOR | 0.03 | | RTOR | 0.18 | | RTOR | 0.42 | | |
| RTC | 0.12 | | RTC | 0.51 | | RTC | 0.20 | | RTC | 0.38 | | |
| Addl ICU | -0.04 | | Addl ICU | -0.35 | | Addl ICU | -0.14 | | Addl ICU | -0.27 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 228 | 0 | 308 | 0 | 1410 | 334 | 212 | 1526 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.09 | 0.00 | 0.21 | 0.20 | 0.12 | 0.30 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.13 | V/C | | 0.21 | V/C | | 0.12 | 0.466 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.13 | RTOG | | 0.13 | RTOG | | 0.21 | RTOG | | 0.33 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.03 | RTOR | | 0.13 | RTOR | | 0.13 | |
| RTC | | -0.04 | RTC | | 0.16 | RTC | | 0.31 | RTC | | 0.43 | |
| Addl ICU | | 0.04 | Addl ICU | | -0.07 | Addl ICU | | -0.11 | Addl ICU | | -0.43 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.52 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4691 | 409 | Total Saturation |
| 99 | 0 | 226 | 0 | 0 | 0 | 0 | 1474 | 216 | 0 | 1652 | 144 | Volume |
| 0.06 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.43 | 0.00 | 0.00 | 0.35 | 0.35 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.35 | 0.410 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.06 | RTOG | | -0.06 | RTOG | | 0.35 | RTOG | | 0.35 | Right Turn Adjustment |
| RTOR | | -0.08 | RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.06 | |
| RTC | | 0.00 | RTC | | -0.06 | RTC | | 0.40 | RTC | | 0.40 | |
| Addl ICU | | 0.14 | Addl ICU | | 0.06 | Addl ICU | | -0.40 | Addl ICU | | -0.04 | |
| | | 0.14 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.60 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 205 | 381 | 94 | 266 | 1527 | 588 | 521 | 1115 | 723 | 265 | 907 | 190 | Volume |
| 0.06 | 0.07 | 0.00 | 0.08 | 0.30 | 0.00 | 0.15 | 0.22 | 0.43 | 0.08 | 0.18 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.06 | V/C | | 0.30 | V/C | | 0.15 | V/C | | 0.18 | 0.691 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.28 | RTOG | | 0.30 | RTOG | | 0.25 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.15 | RTOR | | 0.06 | RTOR | | 0.29 | |
| RTC | | 0.37 | RTC | | 0.41 | RTC | | 0.30 | RTC | | 0.39 | |
| Addl ICU | | -0.37 | Addl ICU | | -0.41 | Addl ICU | | 0.13 | Addl ICU | | -0.28 | |
| | | 0.00 | | | 0.00 | | | 0.13 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.87 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5039 | 61 | 1700 | 567 | 1133 | 1700 | 1700 | 1700 | Total Saturation |
| 70 | 1098 | 75 | 73 | 2244 | 27 | 2 | 6 | 12 | 206 | 37 | 146 | Volume |
| 0.04 | 0.22 | 0.00 | 0.04 | 0.45 | 0.45 | 0.00 | 0.01 | 0.01 | 0.12 | 0.02 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.04 | | V/C | 0.45 | | V/C | 0.01 | | V/C | 0.12 | | 0.618 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.44 | | RTOG | 0.45 | | RTOG | 0.01 | | RTOG | 0.13 | | Right Turn Adjustment |
| RTOR | 0.12 | | RTOR | 0.11 | | RTOR | 0.04 | | RTOR | 0.27 | | |
| RTC | 0.53 | | RTC | 0.53 | | RTC | 0.04 | | RTC | 0.33 | | |
| Addl ICU | -0.53 | | Addl ICU | -0.08 | | Addl ICU | -0.03 | | Addl ICU | -0.25 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 4920 | 180 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 148 | 996 | 210 | 117 | 2126 | 78 | 11 | 12 | 28 | 389 | 41 | 95 | Volume |
| 0.09 | 0.20 | 0.00 | 0.03 | 0.43 | 0.43 | 0.01 | 0.01 | 0.00 | 0.11 | 0.02 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.09 | | V/C | 0.43 | | V/C | 0.01 | | V/C | 0.11 | | 0.641 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.48 | | RTOG | 0.43 | | RTOG | 0.01 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.11 | | RTOR | 0.10 | | RTOR | 0.09 | | RTOR | 0.32 | | |
| RTC | 0.57 | | RTC | 0.51 | | RTC | 0.07 | | RTC | 0.36 | | |
| Addl ICU | -0.57 | | Addl ICU | -0.07 | | Addl ICU | -0.07 | | Addl ICU | -0.30 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.69 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2821 | 579 | Total Saturation |
| 6 | 941 | 144 | 81 | 1478 | 896 | 388 | 146 | 12 | 316 | 419 | 86 | Volume |
| 0.00 | 0.18 | 0.00 | 0.02 | 0.29 | 0.00 | 0.11 | 0.04 | 0.01 | 0.09 | 0.15 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.29 | V/C | | 0.11 | V/C | | 0.15 | 0.556 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.29 | RTOG | | 0.17 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.22 | RTOR | | 0.11 | RTOR | | 0.00 | RTOR | | 0.11 | |
| RTC | | 0.43 | RTC | | 0.38 | RTC | | 0.17 | RTC | | 0.23 | |
| Addl ICU | | -0.43 | Addl ICU | | -0.38 | Addl ICU | | -0.17 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.61 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 2550 | 0 | 2550 | Total Saturation |
| 0 | 3111 | 515 | 0 | 876 | 0 | 0 | 0 | 0 | 175 | 0 | 701 | Volume |
| 0.00 | 0.61 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.27 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.61 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.07 | 0.679 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.61 | RTOG | | 0.61 | RTOG | | -0.07 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.07 | RTOR | | 0.44 | RTOR | | 0.00 | |
| RTC | | 0.66 | RTC | | 0.66 | RTC | | 0.26 | RTC | | 0.07 | |
| Addl ICU | | -0.66 | Addl ICU | | -0.66 | Addl ICU | | -0.26 | Addl ICU | | 0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.21 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.93 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 935 | 0 | 0 | 795 | 299 | 2712 | 0 | 678 | 0 | 0 | 0 | Volume |
| 0.00 | 0.18 | 0.00 | 0.00 | 0.16 | 0.00 | 0.53 | 0.00 | 0.40 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.53 | V/C | | 0.00 | 0.715 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.18 | RTOG | | 0.53 | RTOG | | -0.53 | Right Turn Adjustment |
| RTOR | | 0.53 | RTOR | | 0.53 | RTOR | | 0.03 | RTOR | | 0.00 | |
| RTC | | 0.58 | RTC | | 0.58 | RTC | | 0.55 | RTC | | -0.53 | |
| Addl ICU | | -0.58 | Addl ICU | | -0.58 | Addl ICU | | -0.15 | Addl ICU | | 0.53 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.77 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 513 | 1187 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 193 | 19 | 44 | 134 | 63 | 36 | 21 | 410 | 84 | 172 | 1038 | 23 | Volume |
| 0.11 | 0.04 | 0.04 | 0.08 | 0.04 | 0.02 | 0.01 | 0.12 | 0.05 | 0.10 | 0.31 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.11 | V/C | | 0.04 | V/C | | 0.01 | V/C | | 0.31 | 0.468 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.04 | RTOG | | 0.22 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.20 | RTOR | | 0.01 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | 0.22 | RTC | | 0.05 | RTC | | 0.30 | RTC | | 0.39 | |
| Addl ICU | | -0.18 | Addl ICU | | -0.03 | Addl ICU | | -0.25 | Addl ICU | | -0.38 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.52 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 278 | 1422 | 850 | 388 | 1312 | Total Saturation |
| 30 | 91 | 1 | 55 | 347 | 231 | 30 | 8 | 41 | 1 | 26 | 88 | Volume |
| 0.04 | 0.05 | 0.00 | 0.06 | 0.20 | 0.27 | 0.04 | 0.03 | 0.03 | 0.00 | 0.07 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.04 | | V/C | 0.20 | | V/C | 0.04 | | V/C | 0.07 | | 0.342 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.17 | | RTOG | 0.20 | | RTOG | 0.10 | | RTOG | 0.07 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.04 | | RTOR | 0.04 | | RTOR | 0.19 | | |
| RTC | 0.23 | | RTC | 0.23 | | RTC | 0.13 | | RTC | 0.21 | | |
| Addl ICU | -0.23 | | Addl ICU | 0.04 | | Addl ICU | -0.10 | | Addl ICU | -0.14 | | |
| | 0.00 | | | 0.04 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.43 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 161 | 34 | 44 | 152 | 294 | 548 | 131 | 1366 | 288 | 79 | 1310 | 32 | Volume |
| 0.05 | 0.01 | 0.03 | 0.09 | 0.09 | 0.00 | 0.04 | 0.27 | 0.17 | 0.02 | 0.39 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.09 | V/C | | 0.04 | V/C | | 0.39 | 0.558 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.09 | RTOG | | 0.40 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.04 | RTOR | | 0.05 | RTOR | | 0.12 | |
| RTC | | 0.16 | RTC | | 0.12 | RTC | | 0.44 | RTC | | 0.48 | |
| Addl ICU | | -0.14 | Addl ICU | | -0.12 | Addl ICU | | -0.27 | Addl ICU | | -0.46 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.61 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1604 | 96 | 1700 | 1700 | 1700 | 3400 | 2801 | 599 | 1700 | 3144 | 256 | Total Saturation |
| 69 | 50 | 3 | 37 | 69 | 810 | 408 | 229 | 49 | 5 | 467 | 38 | Volume |
| 0.04 | 0.03 | 0.03 | 0.02 | 0.04 | 0.48 | 0.12 | 0.08 | 0.08 | 0.00 | 0.15 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.04 | | V/C | 0.04 | | V/C | 0.12 | | V/C | 0.15 | | 0.350 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.06 | | RTOG | 0.04 | | RTOG | 0.27 | | RTOG | 0.15 | | Right Turn Adjustment |
| RTOR | 0.19 | | RTOR | 0.12 | | RTOR | 0.04 | | RTOR | 0.05 | | |
| RTC | 0.20 | | RTC | 0.13 | | RTC | 0.30 | | RTC | 0.19 | | |
| Addl ICU | -0.17 | | Addl ICU | 0.35 | | Addl ICU | -0.21 | | Addl ICU | -0.04 | | |
| | 0.00 | | | 0.35 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.75 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1700 | 1700 | Total Saturation |
| 0 | 0 | 0 | 162 | 0 | 75 | 38 | 219 | 0 | 0 | 172 | 65 | Volume |
| 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.04 | 0.02 | 0.13 | 0.00 | 0.00 | 0.10 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.10 | V/C | | 0.13 | V/C | | 0.00 | 0.224 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.10 | RTOG | | 0.10 | RTOG | | 0.13 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.03 | RTOR | | 0.10 | RTOR | | 0.10 | |
| RTC | | -0.10 | RTC | | 0.12 | RTC | | 0.20 | RTC | | 0.18 | |
| Addl ICU | | 0.10 | Addl ICU | | -0.07 | Addl ICU | | -0.20 | Addl ICU | | -0.14 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 161 | 0 | 14 | 0 | 0 | 0 | 0 | 1915 | 215 | 7 | 1363 | 0 | Volume |
| 0.09 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.38 | 0.13 | 0.00 | 0.40 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.09 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.40 | 0.496 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | -0.09 | RTOG | | 0.40 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.00 | RTOR | | 0.09 | RTOR | | 0.09 | |
| RTC | | 0.11 | RTC | | -0.09 | RTC | | 0.47 | RTC | | 0.47 | |
| Addl ICU | | -0.11 | Addl ICU | | 0.09 | Addl ICU | | -0.34 | Addl ICU | | -0.47 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.55 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 315 | 1385 | 1700 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 393 | 10 | 44 | 36 | 89 | 320 | 0 | 455 | 116 | 22 | 719 | 0 | Volume |
| 0.12 | 0.03 | 0.03 | 0.02 | 0.05 | 0.19 | 0.00 | 0.13 | 0.07 | 0.01 | 0.21 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.12 | | V/C | 0.05 | | V/C | 0.00 | | V/C | 0.21 | | 0.379 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.15 | | RTOG | 0.05 | | RTOG | 0.20 | | RTOG | 0.21 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.00 | | RTOR | 0.12 | | RTOR | 0.14 | | |
| RTC | 0.21 | | RTC | 0.05 | | RTC | 0.29 | | RTC | 0.31 | | |
| Addl ICU | -0.17 | | Addl ICU | 0.14 | | Addl ICU | -0.22 | | Addl ICU | -0.31 | | |
| | 0.00 | | | 0.14 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.57 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 40 | 48 | 118 | 351 | 84 | 123 | 63 | 1493 | 44 | 98 | 1241 | 167 | Volume |
| 0.02 | 0.03 | 0.07 | 0.10 | 0.05 | 0.07 | 0.04 | 0.29 | 0.03 | 0.06 | 0.24 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.10 | | V/C | 0.29 | | V/C | 0.06 | | 0.482 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.03 | | RTOG | 0.11 | | RTOG | 0.29 | | RTOG | 0.31 | | |
| RTOR | 0.06 | | RTOR | 0.11 | | RTOR | 0.08 | | RTOR | 0.10 | | |
| RTC | 0.07 | | RTC | 0.19 | | RTC | 0.35 | | RTC | 0.39 | | |
| Addl ICU | 0.00 | | Addl ICU | -0.12 | | Addl ICU | -0.33 | | Addl ICU | -0.29 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.53 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2557 | 843 | 1700 | 3294 | 106 | 1700 | 298 | 1403 | 1700 | 1275 | 425 | Total Saturation |
| 11 | 88 | 29 | 2 | 434 | 14 | 11 | 14 | 66 | 149 | 9 | 3 | Volume |
| 0.01 | 0.03 | 0.03 | 0.00 | 0.13 | 0.13 | 0.01 | 0.05 | 0.05 | 0.09 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.01 | | V/C | 0.13 | | V/C | 0.05 | | V/C | 0.09 | | 0.273 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.14 | | RTOG | 0.13 | | RTOG | 0.05 | | RTOG | 0.13 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.13 | | RTOR | 0.01 | | RTOR | 0.10 | | |
| RTC | 0.20 | | RTC | 0.23 | | RTC | 0.05 | | RTC | 0.21 | | |
| Addl ICU | -0.17 | | Addl ICU | -0.10 | | Addl ICU | 0.00 | | Addl ICU | -0.20 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.32 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1626 | 74 | 850 | 1485 | 215 | Total Saturation |
| 28 | 109 | 53 | 34 | 601 | 53 | 9 | 44 | 2 | 182 | 90 | 13 | Volume |
| 0.03 | 0.06 | 0.06 | 0.04 | 0.35 | 0.06 | 0.01 | 0.03 | 0.03 | 0.21 | 0.06 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.35 | V/C | | 0.03 | V/C | | 0.21 | 0.628 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.35 | RTOG | | 0.35 | RTOG | | 0.03 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.18 | RTOR | | 0.03 | RTOR | | 0.32 | |
| RTC | | 0.51 | RTC | | 0.49 | RTC | | 0.05 | RTC | | 0.47 | |
| Addl ICU | | -0.44 | Addl ICU | | -0.43 | Addl ICU | | -0.02 | Addl ICU | | -0.41 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1602 | 98 | 0 | 1700 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 | Total Saturation |
| 0 | 82 | 5 | 0 | 116 | 0 | 0 | 0 | 0 | 126 | 0 | 2 | Volume |
| 0.00 | 0.05 | 0.05 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.07 | 0.142 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.07 | RTOG | | -0.07 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.07 | RTOR | | 0.00 | RTOR | | 0.02 | |
| RTC | | 0.12 | RTC | | 0.12 | RTC | | -0.07 | RTC | | 0.09 | |
| Addl ICU | | -0.07 | Addl ICU | | -0.12 | Addl ICU | | 0.07 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.19 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1623 | 77 | 0 | 1666 | 34 | 0 | 1689 | 11 | 850 | 1700 | 0 | Total Saturation |
| 0 | 21 | 1 | 0 | 197 | 4 | 0 | 154 | 1 | 3 | 340 | 0 | Volume |
| 0.00 | 0.01 | 0.01 | 0.00 | 0.12 | 0.12 | 0.00 | 0.09 | 0.09 | 0.00 | 0.20 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.20 | 0.318 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.12 | RTOG | | 0.20 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.11 | |
| RTC | | 0.20 | RTC | | 0.12 | RTC | | 0.20 | RTC | | 0.28 | |
| Addl ICU | | -0.19 | Addl ICU | | 0.00 | Addl ICU | | -0.11 | Addl ICU | | -0.28 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.37 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 73 | 0 | 82 | 0 | 0 | 0 | 0 | 1463 | 74 | 70 | 1204 | 0 | Volume |
| 0.04 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 | 0.04 | 0.04 | 0.35 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.04 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.35 | | 0.397 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | -0.04 | | RTOG | 0.31 | | RTOG | 0.35 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.00 | | RTOR | 0.04 | | RTOR | 0.04 | | |
| RTC | 0.09 | | RTC | -0.04 | | RTC | 0.35 | | RTC | 0.39 | | |
| Addl ICU | -0.05 | | Addl ICU | 0.04 | | Addl ICU | -0.30 | | Addl ICU | -0.39 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.45 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 11 | 0 | 0 | 71 | 59 | 12 | 0 | 1 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.04 | 0.03 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.04 | V/C | | 0.01 | V/C | | 0.00 | 0.049 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.04 | RTOG | | 0.01 | RTOG | | -0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.04 | |
| RTC | | 0.05 | RTC | | 0.05 | RTC | | 0.01 | RTC | | 0.02 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.01 | Addl ICU | | -0.01 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.10 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 850 | 166 | 1534 | 0 | 0 | 1642 | 58 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 94 | 15 | 139 | 0 | 0 | 198 | 7 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.11 | 0.09 | 0.09 | 0.00 | 0.00 | 0.12 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.09 | V/C | | 0.12 | 0.211 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.21 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.09 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.09 | RTC | | 0.07 | RTC | | 0.21 | RTC | | 0.12 | |
| Addl ICU | | -0.09 | Addl ICU | | 0.04 | Addl ICU | | -0.21 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.04 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.30 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 80 | 20 | 190 | 192 | 68 | 81 | 25 | 1915 | 77 | 133 | 1363 | 28 | Volume |
| 0.05 | 0.01 | 0.11 | 0.11 | 0.04 | 0.05 | 0.01 | 0.38 | 0.05 | 0.08 | 0.27 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.11 | V/C | | 0.38 | V/C | | 0.08 | 0.578 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.08 | RTOG | | 0.38 | RTOG | | 0.44 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.19 | RTOR | | 0.08 | RTOR | | 0.11 | |
| RTC | | 0.07 | RTC | | 0.22 | RTC | | 0.44 | RTC | | 0.52 | |
| Addl ICU | | 0.04 | Addl ICU | | -0.17 | Addl ICU | | -0.39 | Addl ICU | | -0.51 | |
| | | 0.04 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.67 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 430 | 1270 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 154 | 7 | 14 | 158 | 22 | 65 | 28 | 2243 | 468 | 30 | 1544 | 62 | Volume |
| 0.09 | 0.00 | 0.01 | 0.09 | 0.05 | 0.05 | 0.02 | 0.66 | 0.28 | 0.02 | 0.45 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.09 | | V/C | 0.05 | | V/C | 0.66 | | V/C | 0.02 | | 0.819 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.05 | | RTOG | 0.05 | | RTOG | 0.66 | | RTOG | 0.66 | | Right Turn Adjustment |
| RTOR | 0.02 | | RTOR | 0.22 | | RTOR | 0.09 | | RTOR | 0.14 | | |
| RTC | 0.06 | | RTC | 0.22 | | RTC | 0.73 | | RTC | 0.76 | | |
| Addl ICU | -0.05 | | Addl ICU | -0.17 | | Addl ICU | -0.45 | | Addl ICU | -0.73 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.87 | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2017 – WITH PROJECT
2012 MODIFIED PROJECT OPTION 1
PM PEAK HOUR**

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Impact Analysis Report
Level Of Service

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|------|-------------|---------|--------|-------------|---------|--------------|
| | LOS | Del/ Veh | V/ C | LOS | Del/ Veh | V/ C | |
| # 1 "B" St & Driveway 1 | A | 8.7 | 0.009 | A | 8.7 | 0.009 | + 0.000 D/V |
| # 2 "B" St & Driveway 2 | A | 8.6 | 0.016 | A | 8.6 | 0.016 | + 0.000 D/V |
| # 3 Driveway 3 & "LQ" St | A | 8.6 | 0.018 | A | 8.6 | 0.018 | + 0.000 D/V |
| # 4 Driveway 4 & "LQ" St | A | 8.8 | 0.010 | A | 8.8 | 0.010 | + 0.000 D/V |
| # 5 "LQ" St & Driveway 5 | A | 8.5 | 0.034 | A | 8.5 | 0.034 | + 0.000 D/V |
| # 6 "LQ" St & Driveway 6 | A | 9.0 | 0.083 | A | 9.0 | 0.083 | + 0.000 D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 D/V |
| #282 Jeffrey Rd & Portola Pkwy | B | xxxxxx | 0.635 | B | xxxxxx | 0.635 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | B | xxxxxx | 0.668 | B | xxxxxx | 0.668 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | B | xxxxxx | 0.631 | B | xxxxxx | 0.631 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | C | xxxxxx | 0.742 | C | xxxxxx | 0.742 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx | 0.480 | A | xxxxxx | 0.480 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | A | xxxxxx | 0.549 | A | xxxxxx | 0.549 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | C | xxxxxx | 0.720 | C | xxxxxx | 0.720 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | B | 19.1 | 0.706 | B | 19.1 | 0.706 | + 0.000 D/V |
| #304 Sand Canyon Ave & Marine Wy | E | xxxxxx | 0.926 | E | xxxxxx | 0.926 | + 0.000 V/C |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 18.2 | 0.784 | B | 18.2 | 0.784 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | E | xxxxxx | 0.979 | E | xxxxxx | 0.979 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 10.8 | 0.471 | B | 10.8 | 0.471 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 15.9 | 0.713 | B | 15.9 | 0.713 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | D | xxxxxx | 0.826 | D | xxxxxx | 0.826 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | A | xxxxxx | 0.595 | A | xxxxxx | 0.595 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx | 0.555 | A | xxxxxx | 0.555 | + 0.000 V/C |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|--------------|-------------|--------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #341 Alton Pkwy & Barranca Pkwy | C | xxxxxx 0.706 | C | xxxxxx 0.706 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | A | 5.8 0.662 | A | 5.8 0.662 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 22.1 0.831 | C | 22.1 0.831 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | D | xxxxxx 0.840 | D | xxxxxx 0.840 | + 0.000 V/C |
| #556 Ridge Valley & Portola Pkwy | B | xxxxxx 0.678 | B | xxxxxx 0.678 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 4.8 0.385 | A | 4.8 0.385 | + 0.000 V/C |
| #558 "O" St & Irvine Blvd | C | xxxxxx 0.703 | C | xxxxxx 0.703 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | A | xxxxxx 0.591 | A | xxxxxx 0.591 | + 0.000 V/C |
| #560 "O" St & Marine Wy | A | xxxxxx 0.490 | A | xxxxxx 0.490 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | C | xxxxxx 0.741 | C | xxxxxx 0.741 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | A | xxxxxx 0.545 | A | xxxxxx 0.545 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | A | xxxxxx 0.582 | A | xxxxxx 0.582 | + 0.000 V/C |
| #603 "O" St & "LN" St | C | 18.4 0.182 | C | 18.4 0.182 | + 0.000 D/V |
| #605 "O" St & "LQ" St | A | 2.6 0.236 | A | 2.6 0.236 | + 0.000 V/C |
| #608 "O" St & "LV" St | C | 16.5 0.219 | C | 16.5 0.219 | + 0.000 D/V |
| #626 "LY" St & "LQ" St | A | 4.2 0.294 | A | 4.2 0.294 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | B | xxxxxx 0.682 | B | xxxxxx 0.682 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A | 9.3 0.024 | A | 9.3 0.024 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A | 3.8 0.245 | A | 3.8 0.245 | + 0.000 V/C |
| #790 "Z" St & Irvine Blvd | B | xxxxxx 0.638 | B | xxxxxx 0.638 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D | xxxxxx 0.891 | D | xxxxxx 0.891 | + 0.000 V/C |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Signal Warrant Summary Report

| Intersection | Base Met | Future Met |
|---------------------------|-------------|-------------|
| | [Del / Vol] | [Del / Vol] |
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #603 "O" St & "LN" St | No / No | ??? / ??? |
| #608 "O" St & "LV" St | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | |
|--------------|--------------|----|---|--------------|---|---|------------|---|---|------------|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 81 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 8.7 | | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=9]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=138]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|---|-----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 81 | | 0 | 0 | | 48 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 9 |
| Major Street Volume: | | | | | | | | | | | 129 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 9 | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | 766 | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|----|---|--------------|----|----|------------|---|---|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 72 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 8.6 | | | | | |

 Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=9]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=129]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|----|---|----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 72 | | 0 | 24 | | 24 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 9 |
| Major Street Volume: | | | | | 120 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 9 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1015 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|---|----|--------------|---|---|---|----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | | 8 | 16 | 0 | | | 0 | 54 | 8 | | |
| ApproachDel: | xxxxxx | | | | 8.6 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=18]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=104]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|---|----|--------------|---|---|---|----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | | 8 | 16 | 0 | | | 0 | 54 | 8 | | |
| Major Street Volume: | | | | | 86 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 18 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1130 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|---|--------------|---|---|---|----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 9 | 16 | 0 | 0 | 0 | 0 | 0 | 53 | 8 | 8 | 8 |
| ApproachDel: | xxxxxx | | | | 8.8 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=18]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=95]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|---|--------------|---|---|---|----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 9 | 9 | 16 | 0 | 0 | 0 | 0 | 0 | 53 | 8 | 8 | 8 |
| Major Street Volume: | | | | | 77 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 18 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1168 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|---|---|--------------|----|---|------------|---|----|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 9 | 0 | 0 | 25 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 8.5 | | | xxxxxx | | | | | | | |

 Approach[eastbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=36]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=70]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|---|---|--------------|---|---|----|------------|---|---|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 9 | | 0 | 0 | | 25 | | 0 | 0 | | 0 | | 36 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 34 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 36 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1121 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|---|---|--------------|----|----|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 9 | 0 | 0 | 16 | 40 | 81 | 0 | 9 | 0 | 0 | 0 | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.0 | | | xxxxxx | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=90]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=155]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|---|---|--------------|---|---|----|------------|----|----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 9 | | 0 | 0 | | 16 | | 40 | 81 | | 0 | | 9 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 65 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 90 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1550 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|--------------|----|---|--------------|----|----|------------|---|---|------------|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 90 | 0 | 0 | 56 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|----|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 90 | | 0 | 0 | | 56 | | 56 | 0 | | 0 | | 0 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 202 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 0 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 836 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Del.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=57]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=986]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=73]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=986]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|-----|--------------|-----|----|------------|----|----|------------|----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 44 | 327 | 138 | 4 | 317 | 26 | 9 | 11 | 37 | 58 | 13 | 2 | | | | | | |
| Major Street Volume: | 856 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 73 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 441 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #608 "O" St & "LV" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|-----|----|--------------|-----|---|------------|---|---|------------|---|---|----|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 332 | 83 | 0 | 348 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 1 | |
| ApproachDel: | xxxxxxx | | | xxxxxxx | | | xxxxxxx | | | 16.5 | | | | | | | |

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=88]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=851]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #608 "O" St & "LV" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | | |
|----------------------------------|--------------|-----|----|--------------|-----|---|------------|---|---|------------|---|---|----|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | | |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 332 | 83 | 0 | 348 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 1 | | | | | |
| Major Street Volume: | 763 | | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 88 | | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 378 | | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|----|---|--------------|----|----|------------|---|---|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 83 | 0 | 0 | 79 | 15 | 20 | 0 | 3 | 0 | 0 | 0 | 0 | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.3 | | | xxxxxx | | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=23]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=200]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|----|----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 83 | | 0 | 0 | | 79 | | 15 | 20 | | 0 | | 3 | 0 | | 0 | | 0 |
| Major Street Volume: | 177 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 23 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1119 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[8.7]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 rows for each bound.

Critical Gap Module: Table with 12 columns and 2 rows (Critical Gp, FollowUpTim).

Capacity Module: Table with 12 columns and 4 rows (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap).

Level of Service Module: Table with 12 columns and 7 rows (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS).

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: A[8.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of volume-related metrics.

Critical Gap Module table with 12 columns and 2 rows showing critical gap and follow-up time values.

Capacity Module table with 12 columns and 4 rows showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns and 10 rows showing delay, LOS, and shared queue metrics.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[8.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 6 rows of volume-related metrics.

Critical Gap Module table with 12 columns and 2 rows of critical gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity-related metrics.

Level of Service Module table with 12 columns and 8 rows of level of service and delay data.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: A[8.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for critical gap and follow-up time components and 4 columns for North, South, East, West bounds.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for North, South, East, West bounds.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: A[8.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time values.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing level of service metrics like 2Way95thQ, Control Del, LOS by Move, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: A[9.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for North, South, East, West bounds.

Critical Gap Module: Table with 4 columns for North, South, East, West bounds. Rows include Critical Gap and FollowUp Time.

Capacity Module: Table with 4 columns for North, South, East, West bounds. Rows include Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 4 columns for North, South, East, West bounds. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 1 0 0, etc.)

Volume Module: Table with 12 columns for volume adjustments (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 rows for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for gap parameters (Critical Gp, FollowUpTim) and 4 rows for North, South, East, West bounds.

Capacity Module: Table with 12 columns for capacity parameters (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 rows for North, South, East, West bounds.

Level of Service Module: Table with 12 columns for LOS parameters (2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 rows for North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 577 | 52 | 133 | 146 | 60 | 21 | 99 | 992 | 281 | 300 | 456 | 34 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 577 | 52 | 133 | 146 | 60 | 21 | 99 | 992 | 281 | 300 | 456 | 34 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 577 | 52 | 0 | 146 | 60 | 21 | 99 | 992 | 281 | 300 | 456 | 34 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 577 | 52 | 0 | 146 | 60 | 21 | 99 | 992 | 281 | 300 | 456 | 34 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 577 | 52 | 0 | 146 | 60 | 21 | 99 | 992 | 281 | 300 | 456 | 34 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.17 | 0.03 | 0.00 | 0.09 | 0.04 | 0.01 | 0.06 | 0.29 | 0.17 | 0.09 | 0.13 | 0.02 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected), Rights (Ignore/Include), and various timing parameters like Min. Green, Y+R, and Lanes.

Volume Module: Table showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for each approach.

Saturation Flow Module: Table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for each approach.

Capacity Analysis Module: Table showing Vol/Sat and Crit Moves for each approach.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume categories and 12 rows of adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 2 rows of capacity analysis data.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.742
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 225 | 1772 | 490 | 77 | 887 | 114 | 287 | 555 | 157 | 213 | 454 | 176 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 225 | 1772 | 490 | 77 | 887 | 114 | 287 | 555 | 157 | 213 | 454 | 176 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 225 | 1772 | 490 | 77 | 887 | 114 | 287 | 555 | 157 | 213 | 454 | 176 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 225 | 1772 | 490 | 77 | 887 | 114 | 287 | 555 | 157 | 213 | 454 | 176 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 225 | 1772 | 490 | 77 | 887 | 114 | 287 | 555 | 157 | 213 | 454 | 176 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.35 | 0.65 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 3995 | 1105 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.44 | 0.44 | 0.02 | 0.17 | 0.07 | 0.08 | 0.16 | 0.09 | 0.06 | 0.13 | 0.10 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.480 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 23 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 505 | 0 | 354 | 0 | 0 | 0 | 0 | 748 | 163 | 208 | 587 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 505 | 0 | 354 | 0 | 0 | 0 | 0 | 748 | 163 | 208 | 587 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 505 | 0 | 354 | 0 | 0 | 0 | 0 | 748 | 0 | 208 | 587 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 505 | 0 | 354 | 0 | 0 | 0 | 0 | 748 | 0 | 208 | 587 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 505 | 0 | 354 | 0 | 0 | 0 | 0 | 748 | 0 | 208 | 587 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.15 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.06 | 0.17 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.549 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 26 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 39 | 710 | 512 | 94 | 395 | 131 | 132 | 1042 | 147 | 437 | 1439 | 405 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 39 | 710 | 512 | 94 | 395 | 131 | 132 | 1042 | 147 | 437 | 1439 | 405 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 39 | 710 | 512 | 94 | 395 | 131 | 132 | 1042 | 147 | 437 | 1439 | 405 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 39 | 710 | 512 | 94 | 395 | 131 | 132 | 1042 | 147 | 437 | 1439 | 405 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 39 | 710 | 512 | 94 | 395 | 131 | 132 | 1042 | 147 | 437 | 1439 | 405 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.14 | 0.15 | 0.03 | 0.12 | 0.08 | 0.04 | 0.15 | 0.09 | 0.13 | 0.28 | 0.24 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.720 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 39 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 1 | |
| | 0 | 1 | | 2 | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 548 | 2021 | 476 | 258 | 805 | 84 | 126 | 390 | 247 | 411 | 243 | 264 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 548 | 2021 | 476 | 258 | 805 | 84 | 126 | 390 | 247 | 411 | 243 | 264 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 548 | 2021 | 0 | 258 | 805 | 84 | 126 | 390 | 0 | 411 | 243 | 264 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 548 | 2021 | 0 | 258 | 805 | 84 | 126 | 390 | 0 | 411 | 243 | 264 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 548 | 2021 | 0 | 258 | 805 | 84 | 126 | 390 | 0 | 411 | 243 | 264 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.16 | 0.40 | 0.00 | 0.08 | 0.16 | 0.05 | 0.04 | 0.08 | 0.00 | 0.12 | 0.07 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 0 Average Delay (sec/veh): 19.1
Optimal Cycle: 78 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns for various volume and adjustment factors: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with 12 columns for saturation flow factors: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis factors: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Sand Canyon Ave & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.926
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: E

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 0 Average Delay (sec/veh): 18.2
Optimal Cycle: 106 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.979 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 180 | Level Of Service: | E |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | |
| Rights: | Include | | | Include | | | Include | | | Include | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 165 | 1670 | 129 | 485 | 951 | 137 | 230 | 170 | 64 | 173 | 60 | 1330 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 165 | 1670 | 129 | 485 | 951 | 137 | 230 | 170 | 64 | 173 | 60 | 1330 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 165 | 1670 | 129 | 485 | 951 | 137 | 230 | 170 | 64 | 173 | 60 | 1330 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 165 | 1670 | 129 | 485 | 951 | 137 | 230 | 170 | 64 | 173 | 60 | 1330 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 165 | 1670 | 129 | 485 | 951 | 137 | 230 | 170 | 64 | 173 | 60 | 1330 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.33 | 0.08 | 0.14 | 0.19 | 0.08 | 0.07 | 0.10 | 0.04 | 0.05 | 0.04 | 0.39 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 0 Average Delay (sec/veh): 10.8
Optimal Cycle: 43 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 0 Average Delay (sec/veh): 15.9
Optimal Cycle: 79 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.826
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 58 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 667 | 1190 | 182 | 175 | 511 | 663 | 636 | 838 | 278 | 128 | 1493 | 286 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 667 | 1190 | 182 | 175 | 511 | 663 | 636 | 838 | 278 | 128 | 1493 | 286 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 667 | 1190 | 0 | 175 | 511 | 0 | 636 | 838 | 278 | 128 | 1493 | 286 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 667 | 1190 | 0 | 175 | 511 | 0 | 636 | 838 | 278 | 128 | 1493 | 286 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 667 | 1190 | 0 | 175 | 511 | 0 | 636 | 838 | 278 | 128 | 1493 | 286 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.20 | 0.23 | 0.00 | 0.05 | 0.10 | 0.00 | 0.19 | 0.16 | 0.16 | 0.04 | 0.29 | 0.17 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.595
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 32 | 2097 | 293 | 28 | 1004 | 9 | 11 | 20 | 81 | 99 | 10 | 56 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 32 | 2097 | 293 | 28 | 1004 | 9 | 11 | 20 | 81 | 99 | 10 | 56 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 32 | 2097 | 0 | 28 | 1004 | 9 | 11 | 20 | 81 | 99 | 10 | 56 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 32 | 2097 | 0 | 28 | 1004 | 9 | 11 | 20 | 81 | 99 | 10 | 56 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 32 | 2097 | 0 | 28 | 1004 | 9 | 11 | 20 | 81 | 99 | 10 | 56 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.97 | 0.03 | 1.00 | 0.20 | 0.80 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 5055 | 45 | 1700 | 337 | 1363 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.41 | 0.00 | 0.02 | 0.20 | 0.20 | 0.01 | 0.06 | 0.06 | 0.06 | 0.01 | 0.03 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.706
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 38 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 25 | 1211 | 497 | 106 | 1082 | 474 | 936 | 531 | 8 | 188 | 283 | 99 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 25 | 1211 | 497 | 106 | 1082 | 474 | 936 | 531 | 8 | 188 | 283 | 99 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 25 | 1211 | 0 | 106 | 1082 | 0 | 936 | 531 | 8 | 188 | 283 | 99 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 25 | 1211 | 0 | 106 | 1082 | 0 | 936 | 531 | 8 | 188 | 283 | 99 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 25 | 1211 | 0 | 106 | 1082 | 0 | 936 | 531 | 8 | 188 | 283 | 99 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.97 | 0.03 | 2.00 | 1.48 | 0.52 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3350 | 50 | 3400 | 2519 | 881 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.24 | 0.00 | 0.03 | 0.21 | 0.00 | 0.28 | 0.16 | 0.16 | 0.06 | 0.11 | 0.11 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 0 Average Delay (sec/veh): 5.8
Optimal Cycle: 67 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 0 Average Delay (sec/veh): 22.1
Optimal Cycle: 135 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.840 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 62 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 25 | 3135 | 96 | 94 | 1448 | 24 | 79 | 6 | 48 | 48 | 2 | 93 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 25 | 3135 | 96 | 94 | 1448 | 24 | 79 | 6 | 48 | 48 | 2 | 93 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 25 | 3135 | 96 | 94 | 1448 | 24 | 79 | 6 | 48 | 48 | 2 | 93 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 25 | 3135 | 96 | 94 | 1448 | 24 | 79 | 6 | 48 | 48 | 2 | 93 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 25 | 3135 | 96 | 94 | 1448 | 24 | 79 | 6 | 48 | 48 | 2 | 93 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.91 | 0.09 | 1.00 | 3.00 | 1.00 | 1.00 | 0.11 | 0.89 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 4948 | 152 | 1700 | 5100 | 1700 | 1700 | 189 | 1511 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.63 | 0.63 | 0.06 | 0.28 | 0.01 | 0.05 | 0.03 | 0.03 | 0.03 | 0.00 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.678 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 35 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 115 | 82 | 279 | 31 | 58 | 15 | 7 | 1009 | 139 | 102 | 601 | 97 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 115 | 82 | 279 | 31 | 58 | 15 | 7 | 1009 | 139 | 102 | 601 | 97 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 115 | 82 | 279 | 31 | 58 | 15 | 7 | 1009 | 139 | 102 | 601 | 97 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 115 | 82 | 279 | 31 | 58 | 15 | 7 | 1009 | 139 | 102 | 601 | 97 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 115 | 82 | 279 | 31 | 58 | 15 | 7 | 1009 | 139 | 102 | 601 | 97 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.23 | 0.77 | 1.00 | 1.00 | 1.00 | 1.00 | 1.76 | 0.24 | 1.00 | 1.72 | 0.28 |
| Final Sat.: | 1700 | 386 | 1314 | 1700 | 1700 | 1700 | 1700 | 2988 | 412 | 1700 | 2928 | 472 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.21 | 0.21 | 0.02 | 0.03 | 0.01 | 0.00 | 0.34 | 0.34 | 0.06 | 0.21 | 0.21 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 4.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 23 | 296 | 1 | 74 | 278 | 100 | 144 | 35 | 84 | 1 | 22 | 72 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 23 | 296 | 1 | 74 | 278 | 100 | 144 | 35 | 84 | 1 | 22 | 72 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 23 | 296 | 1 | 74 | 278 | 100 | 144 | 35 | 84 | 1 | 22 | 72 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 23 | 296 | 1 | 74 | 278 | 100 | 144 | 35 | 84 | 1 | 22 | 72 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 23 | 296 | 1 | 74 | 278 | 100 | 144 | 35 | 84 | 1 | 22 | 72 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|---|----|-----|-----|-----|----|----|---|----|----|
| AutoPCE: | 23 | 296 | 1 | 74 | 278 | 100 | 144 | 35 | 84 | 1 | 22 | 72 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 23 | 296 | 1 | 74 | 278 | 100 | 144 | 35 | 84 | 1 | 22 | 72 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 253 | 46 | 353 | 463 |
| MaxVolume: | 1063 | 1175 | 1009 | 950 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1063 | 1175 | 1009 | 950 |
| ApproachVol: | 320 | 452 | 263 | 95 |
| ApproachV/C: | 0.30 | 0.38 | 0.26 | 0.10 |
| ApproachDel: | 4.8 | 5.0 | 4.8 | 4.2 |
| ApproachLOS: | A | A | A | A |
| Queue: | 1.3 | 1.8 | 1.0 | 0.3 |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 37 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 3 | 2 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 260 | 223 | 65 | 69 | 137 | 280 | 127 | 1195 | 255 | 92 | 1696 | 157 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 260 | 223 | 65 | 69 | 137 | 280 | 127 | 1195 | 255 | 92 | 1696 | 157 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 260 | 223 | 65 | 69 | 137 | 0 | 127 | 1195 | 255 | 92 | 1696 | 157 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 260 | 223 | 65 | 69 | 137 | 0 | 127 | 1195 | 255 | 92 | 1696 | 157 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 260 | 223 | 65 | 69 | 137 | 0 | 127 | 1195 | 255 | 92 | 1696 | 157 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.55 | 0.45 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 2633 | 767 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.08 | 0.08 | 0.04 | 0.04 | 0.00 | 0.04 | 0.23 | 0.15 | 0.03 | 0.50 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 169 | 169 | 12 | 35 | 169 | 523 | 621 | 385 | 199 | 13 | 410 | 44 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 169 | 169 | 12 | 35 | 169 | 523 | 621 | 385 | 199 | 13 | 410 | 44 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 169 | 169 | 12 | 35 | 169 | 523 | 621 | 385 | 199 | 13 | 410 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 169 | 169 | 12 | 35 | 169 | 523 | 621 | 385 | 199 | 13 | 410 | 44 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 169 | 169 | 12 | 35 | 169 | 523 | 621 | 385 | 199 | 13 | 410 | 44 |
| OvlAdjVol: | 212 | | | | | | | | | | | |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.93 | 0.07 | 1.00 | 1.00 | 1.00 | 2.00 | 1.32 | 0.68 | 1.00 | 1.81 | 0.19 |
| Final Sat.: | 1700 | 1587 | 113 | 1700 | 1700 | 1700 | 3400 | 2241 | 1159 | 1700 | 3070 | 330 |

Capacity Analysis Module:

| | | | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|--|------|
| Vol/Sat: | 0.10 | 0.11 | 0.11 | 0.02 | 0.10 | 0.31 | 0.18 | 0.17 | 0.17 | 0.01 | 0.13 | 0.13 | | |
| OvlAdjV/S: | 0.12 | | | | | | | | | | | | | |
| Crit Moves: | **** | | | | | | **** | **** | | | | | | **** |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.490 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 23 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 208 | 0 | 173 | 239 | 348 | 0 | 0 | 301 | 245 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 208 | 0 | 173 | 239 | 348 | 0 | 0 | 301 | 245 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 208 | 0 | 173 | 239 | 348 | 0 | 0 | 301 | 245 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 208 | 0 | 173 | 239 | 348 | 0 | 0 | 301 | 245 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 208 | 0 | 173 | 239 | 348 | 0 | 0 | 301 | 245 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.10 | 0.14 | 0.20 | 0.00 | 0.00 | 0.18 | 0.14 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.741
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 86 | 0 | 4 | 0 | 0 | 0 | 0 | 1388 | 41 | 6 | 2176 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 86 | 0 | 4 | 0 | 0 | 0 | 0 | 1388 | 41 | 6 | 2176 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 86 | 0 | 4 | 0 | 0 | 0 | 0 | 1388 | 41 | 6 | 2176 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 86 | 0 | 4 | 0 | 0 | 0 | 0 | 1388 | 41 | 6 | 2176 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 86 | 0 | 4 | 0 | 0 | 0 | 0 | 1388 | 41 | 6 | 2176 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.02 | 0.00 | 0.64 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.545 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 26 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 334 | 24 | 75 | 25 | 64 | 109 | 24 | 941 | 266 | 31 | 485 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 334 | 24 | 75 | 25 | 64 | 109 | 24 | 941 | 266 | 31 | 485 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 334 | 24 | 75 | 25 | 64 | 109 | 24 | 941 | 266 | 31 | 485 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 334 | 24 | 75 | 25 | 64 | 109 | 24 | 941 | 266 | 31 | 485 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 334 | 24 | 75 | 25 | 64 | 109 | 24 | 941 | 266 | 31 | 485 | 5 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.24 | 0.76 | 1.00 | 0.37 | 0.63 | 1.00 | 2.00 | 1.00 | 1.00 | 1.98 | 0.02 |
| Final Sat.: | 3400 | 412 | 1288 | 1700 | 629 | 1071 | 1700 | 3400 | 1700 | 1700 | 3365 | 35 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.10 | 0.06 | 0.06 | 0.01 | 0.10 | 0.10 | 0.01 | 0.28 | 0.16 | 0.02 | 0.14 | 0.14 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.582 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 28 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 61 | 86 | 91 | 183 | 102 | 118 | 126 | 1198 | 68 | 170 | 1800 | 303 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 61 | 86 | 91 | 183 | 102 | 118 | 126 | 1198 | 68 | 170 | 1800 | 303 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 61 | 86 | 91 | 183 | 102 | 118 | 126 | 1198 | 68 | 170 | 1800 | 303 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 61 | 86 | 91 | 183 | 102 | 118 | 126 | 1198 | 68 | 170 | 1800 | 303 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 61 | 86 | 91 | 183 | 102 | 118 | 126 | 1198 | 68 | 170 | 1800 | 303 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.05 | 0.05 | 0.05 | 0.06 | 0.07 | 0.07 | 0.23 | 0.04 | 0.10 | 0.35 | 0.18 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C [18.4]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 1 1 0).

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 3 rows of values.

Critical Gap Module: Table with 12 columns for gap components (Critical Gp, FollowUpTim) and 3 rows of values.

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 3 rows of values.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 3 rows of values.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 2.6 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 459 | 87 | 18 | 377 | 24 | 38 | 92 | 33 | 69 | 40 | 44 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 459 | 87 | 18 | 377 | 24 | 38 | 92 | 33 | 69 | 40 | 44 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 459 | 87 | 18 | 377 | 24 | 38 | 92 | 33 | 69 | 40 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 459 | 87 | 18 | 377 | 24 | 38 | 92 | 33 | 69 | 40 | 44 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 459 | 87 | 18 | 377 | 24 | 38 | 92 | 33 | 69 | 40 | 44 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|----|----|-----|----|----|----|----|----|----|----|
| AutoPCE: | 1 | 459 | 87 | 18 | 377 | 24 | 38 | 92 | 33 | 69 | 40 | 44 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 459 | 87 | 18 | 377 | 24 | 38 | 92 | 33 | 69 | 40 | 44 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 148 | 110 | 464 | 498 |
| MaxVolume: | 2317 | 2345 | 949 | 931 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2317 | 2345 | 949 | 931 |
| ApproachVol: | 547 | 419 | 163 | 153 |
| ApproachV/C: | 0.24 | 0.18 | 0.17 | 0.16 |
| ApproachDel: | 2.0 | 1.9 | 4.6 | 4.6 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.9 | 0.7 | 0.6 | 0.6 |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C[16.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustment factors for each bound.

Critical Gap Module table with 12 columns showing critical gap and follow-up time values.

Capacity Module table with 12 columns showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns showing 2Way95thQ, control delay, LOS by movement, shared capacity, and approach delay.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.2 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 148 | 1 | 0 | 123 | 2 | 3 | 329 | 1 | 2 | 245 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 148 | 1 | 0 | 123 | 2 | 3 | 329 | 1 | 2 | 245 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 148 | 1 | 0 | 123 | 2 | 3 | 329 | 1 | 2 | 245 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 148 | 1 | 0 | 123 | 2 | 3 | 329 | 1 | 2 | 245 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 148 | 1 | 0 | 123 | 2 | 3 | 329 | 1 | 2 | 245 | 0 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|---|---|-----|---|---|-----|---|---|-----|---|
| AutoPCE: | 1 | 148 | 1 | 0 | 123 | 2 | 3 | 329 | 1 | 2 | 245 | 0 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 148 | 1 | 0 | 123 | 2 | 3 | 329 | 1 | 2 | 245 | 0 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 332 | 248 | 125 | 152 |
| MaxVolume: | 1021 | 1066 | 1133 | 1118 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1021 | 1066 | 1133 | 1118 |
| ApproachVol: | 150 | 125 | 333 | 247 |
| ApproachV/C: | 0.15 | 0.12 | 0.29 | 0.22 |
| ApproachDel: | 4.1 | 3.8 | 4.5 | 4.1 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.5 | 0.4 | 1.2 | 0.8 |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 102 | 0 | 113 | 0 | 0 | 0 | 0 | 1188 | 77 | 139 | 1922 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 102 | 0 | 113 | 0 | 0 | 0 | 0 | 1188 | 77 | 139 | 1922 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 102 | 0 | 113 | 0 | 0 | 0 | 0 | 1188 | 77 | 139 | 1922 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 102 | 0 | 113 | 0 | 0 | 0 | 0 | 1188 | 77 | 139 | 1922 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 102 | 0 | 113 | 0 | 0 | 0 | 0 | 1188 | 77 | 139 | 1922 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.23 | 0.05 | 0.08 | 0.57 | 0.00 |
| Crit Moves: | | | **** | | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: A[9.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes.

Volume Module: Table with 12 columns for volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns for gap and follow-up times. Rows include Critical Gap and FollowUpTime.

Capacity Module: Table with 12 columns for capacity and volume. Rows include Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns for LOS and delay. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 3.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 67 | 25 | 269 | 0 | 0 | 156 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 67 | 25 | 269 | 0 | 0 | 156 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 67 | 25 | 269 | 0 | 0 | 156 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 67 | 25 | 269 | 0 | 0 | 156 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 67 | 25 | 269 | 0 | 0 | 156 | 0 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|---|---|----|----|-----|---|---|-----|---|
| AutoPCE: | 0 | 0 | 0 | 0 | 0 | 67 | 25 | 269 | 0 | 0 | 156 | 0 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 0 | 0 | 67 | 25 | 269 | 0 | 0 | 156 | 0 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 294 | 156 | 0 | 25 |
| MaxVolume: | xxxxxx | 1116 | 1200 | 1187 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1116 | 1200 | 1187 |
| ApproachVol: | xxxxxx | 67 | 294 | 156 |
| ApproachV/C: | 1.00 | 0.06 | 0.25 | 0.13 |
| ApproachDel: | xxxxxx | 3.4 | 4.0 | 3.5 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.2 | 1.0 | 0.5 |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.638 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 32 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 106 | 47 | 160 | 70 | 40 | 45 | 45 | 1388 | 87 | 193 | 2176 | 113 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 106 | 47 | 160 | 70 | 40 | 45 | 45 | 1388 | 87 | 193 | 2176 | 113 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 106 | 47 | 160 | 70 | 40 | 45 | 45 | 1388 | 87 | 193 | 2176 | 113 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 106 | 47 | 160 | 70 | 40 | 45 | 45 | 1388 | 87 | 193 | 2176 | 113 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 106 | 47 | 160 | 70 | 40 | 45 | 45 | 1388 | 87 | 193 | 2176 | 113 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.03 | 0.09 | 0.04 | 0.02 | 0.03 | 0.03 | 0.27 | 0.05 | 0.11 | 0.43 | 0.07 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.891
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 82 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 79 | 5 | 5 | 72 | 3 | 39 | 77 | 1633 | 102 | 6 | 2465 | 183 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 79 | 5 | 5 | 72 | 3 | 39 | 77 | 1633 | 102 | 6 | 2465 | 183 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 79 | 5 | 5 | 72 | 3 | 39 | 77 | 1633 | 102 | 6 | 2465 | 183 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 79 | 5 | 5 | 72 | 3 | 39 | 77 | 1633 | 102 | 6 | 2465 | 183 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 79 | 5 | 5 | 72 | 3 | 39 | 77 | 1633 | 102 | 6 | 2465 | 183 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.07 | 0.93 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 121 | 1579 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.00 | 0.00 | 0.04 | 0.02 | 0.02 | 0.05 | 0.48 | 0.06 | 0.00 | 0.73 | 0.11 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 81 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | Volume |
| 0.00 | 0.05 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.048 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.05 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.05 | RTC | | 0.05 | RTC | | 0.01 | RTC | | 0.00 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.05 | Addl ICU | | -0.01 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.10 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 850 | Total Saturation |
| 0 | 72 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | Volume |
| 0.00 | 0.04 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.01 | V/C | | 0.00 | V/C | | 0.00 | 0.056 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.06 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.01 | |
| RTC | | 0.04 | RTC | | 0.06 | RTC | | 0.03 | RTC | | 0.01 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.06 | Addl ICU | | -0.03 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.11 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1481 | 219 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 18 | 8 | 16 | 0 | 0 | 54 | 8 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.04 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.04 | 0.041 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.04 | RTOG | | 0.04 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.02 | RTC | | 0.00 | RTC | | 0.04 | RTC | | 0.04 | |
| Addl ICU | | -0.02 | Addl ICU | | 0.01 | Addl ICU | | -0.04 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.01 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.10 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 0 | 0 | 0 | 1477 | 223 | Total Saturation |
| 0 | 0 | 0 | 9 | 0 | 9 | 16 | 0 | 0 | 0 | 53 | 8 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.04 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.01 | V/C | | 0.04 | 0.056 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.01 | RTOG | | 0.05 | RTOG | | 0.04 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.02 | RTC | | 0.02 | RTC | | 0.05 | RTC | | 0.04 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.01 | Addl ICU | | -0.05 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.11 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 9 | 0 | 0 | 25 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.00 | V/C | | 0.00 | 0.015 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.01 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | |
| RTC | | 0.01 | RTC | | 0.01 | RTC | | 0.00 | RTC | | 0.01 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.01 | Addl ICU | | 0.02 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.02 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.09 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 486 | 1214 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 9 | 0 | 0 | 16 | 40 | 81 | 0 | 9 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.03 | 0.03 | 0.05 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.05 | V/C | | 0.00 | 0.081 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.03 | RTOG | | 0.05 | RTOG | | -0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.00 | RTOR | | 0.03 | |
| RTC | | 0.07 | RTC | | 0.07 | RTC | | 0.05 | RTC | | -0.03 | |
| Addl ICU | | -0.07 | Addl ICU | | -0.04 | Addl ICU | | -0.04 | Addl ICU | | 0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.13 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 90 | 0 | 0 | 56 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.05 | 0.00 | 0.00 | 0.03 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.053 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.05 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.05 | RTC | | 0.05 | RTC | | 0.02 | RTC | | 0.00 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.02 | Addl ICU | | -0.02 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.10 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 577 | 52 | 133 | 146 | 60 | 21 | 99 | 992 | 281 | 300 | 456 | 34 | Volume |
| 0.17 | 0.03 | 0.00 | 0.09 | 0.04 | 0.01 | 0.06 | 0.29 | 0.17 | 0.09 | 0.13 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.17 | | V/C | 0.04 | | V/C | 0.29 | | V/C | 0.09 | | 0.585 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.04 | | RTOG | 0.29 | | RTOG | 0.32 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.25 | | RTOR | 0.17 | | RTOR | 0.17 | | |
| RTC | 0.19 | | RTC | 0.22 | | RTC | 0.42 | | RTC | 0.45 | | |
| Addl ICU | -0.19 | | Addl ICU | -0.21 | | Addl ICU | -0.25 | | Addl ICU | -0.43 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 0 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 4277 | 823 | 3400 | 3400 | 1700 | Total Saturation |
| 330 | 578 | 421 | 163 | 320 | 84 | 63 | 1325 | 255 | 303 | 1496 | 255 | Volume |
| 0.10 | 0.11 | 0.00 | 0.05 | 0.06 | 0.05 | 0.02 | 0.31 | 0.31 | 0.09 | 0.44 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.11 | V/C | | 0.05 | V/C | | 0.02 | V/C | | 0.44 | 0.620 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.06 | RTOG | | 0.37 | RTOG | | 0.44 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.02 | RTOR | | 0.10 | RTOR | | 0.05 | |
| RTC | | 0.22 | RTC | | 0.08 | RTC | | 0.44 | RTC | | 0.48 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.03 | Addl ICU | | -0.13 | Addl ICU | | -0.33 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3605 | 1495 | 3400 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 1700 | 1700 | Total Saturation |
| 309 | 1020 | 423 | 70 | 617 | 198 | 184 | 237 | 207 | 216 | 204 | 83 | Volume |
| 0.09 | 0.28 | 0.28 | 0.02 | 0.12 | 0.12 | 0.11 | 0.07 | 0.12 | 0.06 | 0.12 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.28 | | V/C | 0.02 | | V/C | 0.11 | | V/C | 0.12 | | 0.532 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.28 | | RTOG | 0.21 | | RTOG | 0.16 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.11 | | RTOR | 0.18 | | RTOR | 0.02 | | |
| RTC | 0.40 | | RTC | 0.29 | | RTC | 0.30 | | RTC | 0.14 | | |
| Addl ICU | -0.12 | | Addl ICU | -0.18 | | Addl ICU | -0.18 | | Addl ICU | -0.09 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 225 | 1772 | 490 | 77 | 887 | 114 | 287 | 555 | 157 | 213 | 454 | 176 | Volume |
| 0.07 | 0.35 | 0.29 | 0.02 | 0.17 | 0.07 | 0.08 | 0.16 | 0.09 | 0.06 | 0.13 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.35 | | V/C | 0.02 | | V/C | 0.16 | | V/C | 0.06 | | 0.596 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.35 | | RTOG | 0.30 | | RTOG | 0.16 | | RTOG | 0.14 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.09 | | RTOR | 0.20 | | RTOR | 0.02 | | |
| RTC | 0.39 | | RTC | 0.37 | | RTC | 0.31 | | RTC | 0.16 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.31 | | Addl ICU | -0.22 | | Addl ICU | -0.05 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.65 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 505 | 0 | 354 | 0 | 0 | 0 | 0 | 748 | 163 | 208 | 587 | 0 | Volume |
| 0.15 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.06 | 0.17 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.15 | V/C | | 0.00 | V/C | | 0.22 | V/C | | 0.06 | 0.430 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | -0.15 | RTOG | | 0.22 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.11 | RTOR | | 0.15 | RTOR | | 0.15 | |
| RTC | | 0.19 | RTC | | -0.07 | RTC | | 0.33 | RTC | | 0.39 | |
| Addl ICU | | -0.09 | Addl ICU | | 0.07 | Addl ICU | | -0.33 | Addl ICU | | -0.39 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.48 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 39 | 710 | 512 | 94 | 395 | 131 | 132 | 1042 | 147 | 437 | 1439 | 405 | Volume |
| 0.01 | 0.14 | 0.15 | 0.03 | 0.12 | 0.08 | 0.04 | 0.15 | 0.09 | 0.13 | 0.28 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.14 | V/C | | 0.03 | V/C | | 0.04 | V/C | | 0.28 | 0.488 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.14 | RTOG | | 0.16 | RTOG | | 0.19 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.04 | RTOR | | 0.05 | RTOR | | 0.03 | |
| RTC | | 0.27 | RTC | | 0.18 | RTC | | 0.23 | RTC | | 0.30 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.11 | Addl ICU | | -0.14 | Addl ICU | | -0.06 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.54 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 548 | 2021 | 476 | 258 | 805 | 84 | 126 | 390 | 247 | 411 | 243 | 264 | Volume |
| 0.16 | 0.40 | 0.00 | 0.08 | 0.16 | 0.05 | 0.04 | 0.08 | 0.00 | 0.12 | 0.05 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.40 | V/C | | 0.08 | V/C | | 0.08 | V/C | | 0.12 | 0.670 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.40 | RTOG | | 0.31 | RTOG | | 0.08 | RTOG | | 0.16 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.15 | RTOR | | 0.31 | RTOR | | 0.08 | |
| RTC | | 0.49 | RTC | | 0.42 | RTC | | 0.31 | RTC | | 0.22 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.37 | Addl ICU | | -0.31 | Addl ICU | | -0.06 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.72 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 1 | 4 | 1 | 1.5 | 0.5 | 2 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 1700 | 6800 | 1700 | 3329 | 71 | 3400 | 1700 | 1133 | 567 | Total Saturation |
| 859 | 2779 | 59 | 11 | 1423 | 276 | 514 | 11 | 383 | 7 | 8 | 4 | Volume |
| 0.25 | 0.54 | 0.03 | 0.01 | 0.21 | 0.16 | 0.15 | 0.15 | 0.11 | 0.00 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.54 | V/C | | 0.01 | V/C | | 0.15 | V/C | | 0.01 | 0.713 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.54 | RTOG | | 0.30 | RTOG | | 0.16 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.15 | RTOR | | 0.34 | RTOR | | 0.01 | |
| RTC | | 0.55 | RTC | | 0.41 | RTC | | 0.41 | RTC | | 0.01 | |
| Addl ICU | | -0.52 | Addl ICU | | -0.25 | Addl ICU | | -0.30 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.76 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #304 Sand Canyon Ave (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 1700 | 3400 | 5100 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | Total Saturation |
| 0 | 3429 | 445 | 173 | 1638 | 0 | 0 | 0 | 0 | 319 | 0 | 260 | Volume |
| 0.00 | 0.67 | 0.26 | 0.05 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.67 | V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.09 | 0.817 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.67 | RTOG | | 0.72 | RTOG | | -0.09 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.40 | RTOR | | 0.05 | |
| RTC | | 0.74 | RTC | | 0.79 | RTC | | 0.21 | RTC | | 0.13 | |
| Addl ICU | | -0.48 | Addl ICU | | -0.79 | Addl ICU | | -0.21 | Addl ICU | | 0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.02 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.89 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 3342 | 370 | 640 | 1356 | 0 | 511 | 0 | 282 | 0 | 0 | 0 | Volume |
| 0.00 | 0.49 | 0.22 | 0.19 | 0.20 | 0.00 | 0.12 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.49 | V/C | | 0.19 | V/C | | 0.12 | V/C | | 0.00 | 0.800 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.49 | RTOG | | 0.68 | RTOG | | 0.12 | RTOG | | -0.12 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.12 | RTOR | | 0.48 | RTOR | | 0.19 | |
| RTC | | 0.58 | RTC | | 0.77 | RTC | | 0.48 | RTC | | 0.02 | |
| Addl ICU | | -0.36 | Addl ICU | | -0.77 | Addl ICU | | -0.37 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.85 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4948 | 152 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 25 | 3135 | 96 | 94 | 1448 | 24 | 79 | 6 | 48 | 48 | 2 | 93 | Volume |
| 0.01 | 0.63 | 0.63 | 0.06 | 0.28 | 0.01 | 0.05 | 0.00 | 0.03 | 0.03 | 0.00 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.63 | V/C | | 0.06 | V/C | | 0.05 | V/C | | 0.00 | 0.736 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.63 | RTOG | | 0.67 | RTOG | | 0.02 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.05 | RTOR | | 0.40 | RTOR | | 0.06 | |
| RTC | | 0.67 | RTC | | 0.71 | RTC | | 0.32 | RTC | | 0.04 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.69 | Addl ICU | | -0.29 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 2550 | 2550 | Total Saturation |
| 165 | 1670 | 129 | 485 | 951 | 137 | 230 | 170 | 64 | 173 | 60 | 1330 | Volume |
| 0.10 | 0.33 | 0.08 | 0.14 | 0.19 | 0.08 | 0.07 | 0.10 | 0.04 | 0.05 | 0.02 | 0.52 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.33 | V/C | | 0.14 | V/C | | 0.10 | V/C | | 0.05 | 0.621 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.33 | RTOG | | 0.37 | RTOG | | 0.10 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.13 | RTOR | | 0.28 | RTOR | | 0.14 | |
| RTC | | 0.37 | RTC | | 0.47 | RTC | | 0.31 | RTC | | 0.19 | |
| Addl ICU | | -0.29 | Addl ICU | | -0.39 | Addl ICU | | -0.28 | Addl ICU | | 0.33 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.33 | | 0.33 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 1.00 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 106 | 0 | 223 | 0 | 1491 | 171 | 220 | 2034 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.07 | 0.00 | 0.22 | 0.10 | 0.13 | 0.40 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.40 | 0.461 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.06 | RTOG | | 0.06 | RTOG | | 0.27 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.06 | |
| RTC | | 0.07 | RTC | | 0.06 | RTC | | 0.32 | RTC | | 0.45 | |
| Addl ICU | | -0.07 | Addl ICU | | 0.00 | Addl ICU | | -0.22 | Addl ICU | | -0.45 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.51 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4746 | 354 | Total Saturation |
| 223 | 0 | 450 | 0 | 0 | 0 | 0 | 1394 | 299 | 0 | 2075 | 155 | Volume |
| 0.13 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.41 | 0.00 | 0.00 | 0.44 | 0.44 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.44 | 0.568 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | -0.13 | RTOG | | 0.44 | RTOG | | 0.44 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.00 | RTOR | | 0.13 | RTOR | | 0.13 | |
| RTC | | 0.15 | RTC | | -0.13 | RTC | | 0.54 | RTC | | 0.54 | |
| Addl ICU | | 0.11 | Addl ICU | | 0.13 | Addl ICU | | -0.54 | Addl ICU | | -0.10 | |
| | | 0.11 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.73 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 667 | 1190 | 182 | 175 | 511 | 663 | 636 | 838 | 278 | 128 | 1493 | 286 | Volume |
| 0.20 | 0.23 | 0.00 | 0.05 | 0.10 | 0.00 | 0.19 | 0.16 | 0.16 | 0.04 | 0.29 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.23 | V/C | | 0.05 | V/C | | 0.19 | V/C | | 0.29 | 0.765 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.09 | RTOG | | 0.44 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.32 | RTOR | | 0.19 | RTOR | | 0.18 | RTOR | | 0.05 | |
| RTC | | 0.47 | RTC | | 0.23 | RTC | | 0.58 | RTC | | 0.33 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.23 | Addl ICU | | -0.42 | Addl ICU | | -0.16 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.81 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5055 | 45 | 1700 | 337 | 1363 | 1700 | 1700 | 1700 | Total Saturation |
| 32 | 2097 | 293 | 28 | 1004 | 9 | 11 | 20 | 81 | 99 | 10 | 56 | Volume |
| 0.02 | 0.41 | 0.00 | 0.02 | 0.20 | 0.20 | 0.01 | 0.06 | 0.06 | 0.06 | 0.01 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.02 | V/C | | 0.06 | V/C | | 0.06 | 0.545 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.41 | RTOG | | 0.06 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.11 | RTOR | | 0.23 | RTOR | | 0.02 | |
| RTC | | 0.45 | RTC | | 0.49 | RTC | | 0.23 | RTC | | 0.12 | |
| Addl ICU | | -0.45 | Addl ICU | | -0.29 | Addl ICU | | -0.17 | Addl ICU | | -0.09 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.60 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5071 | 29 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 20 | 1968 | 325 | 74 | 1422 | 8 | 47 | 24 | 127 | 244 | 12 | 118 | Volume |
| 0.01 | 0.39 | 0.00 | 0.02 | 0.28 | 0.28 | 0.03 | 0.01 | 0.00 | 0.07 | 0.01 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.39 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.07 | 0.494 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.39 | RTOG | | 0.40 | RTOG | | 0.01 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.08 | RTOR | | 0.13 | RTOR | | 0.02 | |
| RTC | | 0.44 | RTC | | 0.46 | RTC | | 0.11 | RTC | | 0.07 | |
| Addl ICU | | -0.44 | Addl ICU | | -0.17 | Addl ICU | | -0.11 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.54 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2519 | 881 | Total Saturation |
| 25 | 1211 | 497 | 106 | 1082 | 474 | 936 | 531 | 8 | 188 | 283 | 99 | Volume |
| 0.01 | 0.24 | 0.00 | 0.03 | 0.21 | 0.00 | 0.28 | 0.16 | 0.00 | 0.06 | 0.11 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.24 | V/C | | 0.03 | V/C | | 0.28 | V/C | | 0.11 | 0.656 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.25 | RTOG | | 0.33 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.23 | RTOR | | 0.28 | RTOR | | 0.06 | RTOR | | 0.03 | |
| RTC | | 0.41 | RTC | | 0.46 | RTC | | 0.37 | RTC | | 0.14 | |
| Addl ICU | | -0.41 | Addl ICU | | -0.46 | Addl ICU | | -0.37 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.71 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 2550 | 0 | 2550 | Total Saturation |
| 0 | 2942 | 1280 | 0 | 1175 | 0 | 0 | 0 | 0 | 125 | 0 | 267 | Volume |
| 0.00 | 0.58 | 0.00 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.58 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.05 | 0.626 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.58 | RTOG | | 0.58 | RTOG | | -0.05 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.35 | RTOR | | 0.00 | |
| RTC | | 0.61 | RTC | | 0.61 | RTC | | 0.21 | RTC | | 0.05 | |
| Addl ICU | | -0.61 | Addl ICU | | -0.61 | Addl ICU | | -0.21 | Addl ICU | | 0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.06 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.73 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 2005 | 0 | 0 | 797 | 618 | 2332 | 0 | 326 | 0 | 0 | 0 | Volume |
| 0.00 | 0.39 | 0.00 | 0.00 | 0.16 | 0.00 | 0.46 | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.39 | V/C | | 0.00 | V/C | | 0.46 | V/C | | 0.00 | 0.850 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.39 | RTOG | | 0.39 | RTOG | | 0.46 | RTOG | | -0.46 | Right Turn Adjustment |
| RTOR | | 0.46 | RTOR | | 0.46 | RTOR | | 0.24 | RTOR | | 0.00 | |
| RTC | | 0.74 | RTC | | 0.74 | RTC | | 0.63 | RTC | | -0.46 | |
| Addl ICU | | -0.74 | Addl ICU | | -0.74 | Addl ICU | | -0.44 | Addl ICU | | 0.46 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.90 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 386 | 1314 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 115 | 82 | 279 | 31 | 58 | 15 | 7 | 1009 | 139 | 102 | 601 | 97 | Volume |
| 0.07 | 0.21 | 0.21 | 0.02 | 0.03 | 0.01 | 0.00 | 0.30 | 0.08 | 0.06 | 0.18 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.21 | V/C | | 0.03 | V/C | | 0.30 | V/C | | 0.06 | 0.603 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.03 | RTOG | | 0.30 | RTOG | | 0.35 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.18 | RTOR | | 0.20 | RTOR | | -0.11 | |
| RTC | | 0.26 | RTC | | 0.17 | RTC | | 0.44 | RTC | | 0.27 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.16 | Addl ICU | | -0.36 | Addl ICU | | -0.21 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.65 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 500 | 1200 | 850 | 398 | 1302 | Total Saturation |
| 23 | 296 | 1 | 74 | 278 | 100 | 144 | 35 | 84 | 1 | 22 | 72 | Volume |
| 0.03 | 0.17 | 0.00 | 0.09 | 0.16 | 0.12 | 0.17 | 0.07 | 0.07 | 0.00 | 0.06 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.17 | V/C | | 0.09 | V/C | | 0.17 | V/C | | 0.06 | 0.486 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.17 | RTOG | | 0.23 | RTOG | | 0.22 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.17 | RTOR | | 0.10 | RTOR | | 0.09 | |
| RTC | | 0.29 | RTC | | 0.36 | RTC | | 0.30 | RTC | | 0.12 | |
| Addl ICU | | -0.29 | Addl ICU | | -0.24 | Addl ICU | | -0.23 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.54 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 260 | 223 | 65 | 69 | 137 | 280 | 127 | 1195 | 255 | 92 | 1696 | 157 | Volume |
| 0.08 | 0.07 | 0.04 | 0.04 | 0.04 | 0.00 | 0.04 | 0.23 | 0.15 | 0.03 | 0.50 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.08 | | V/C | 0.04 | | V/C | 0.04 | | V/C | 0.50 | | 0.653 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.08 | | RTOG | 0.04 | | RTOG | 0.51 | | RTOG | 0.50 | | Right Turn Adjustment |
| RTOR | 0.30 | | RTOR | 0.04 | | RTOR | 0.08 | | RTOR | 0.05 | | |
| RTC | 0.30 | | RTC | 0.07 | | RTC | 0.57 | | RTC | 0.54 | | |
| Addl ICU | -0.26 | | Addl ICU | -0.07 | | Addl ICU | -0.42 | | Addl ICU | -0.44 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1587 | 113 | 1700 | 1700 | 1700 | 3400 | 2241 | 1159 | 1700 | 3070 | 330 | Total Saturation |
| 169 | 169 | 12 | 35 | 169 | 523 | 621 | 385 | 199 | 13 | 410 | 44 | Volume |
| 0.10 | 0.11 | 0.11 | 0.02 | 0.10 | 0.31 | 0.18 | 0.17 | 0.17 | 0.01 | 0.13 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.10 | | V/C | 0.10 | | V/C | 0.18 | | V/C | 0.13 | | 0.515 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.18 | | RTOG | 0.10 | | RTOG | 0.31 | | RTOG | 0.13 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.18 | | RTOR | 0.10 | | RTOR | 0.09 | | |
| RTC | 0.29 | | RTC | 0.24 | | RTC | 0.38 | | RTC | 0.20 | | |
| Addl ICU | -0.18 | | Addl ICU | 0.07 | | Addl ICU | -0.21 | | Addl ICU | -0.07 | | |
| | | 0.00 | | | 0.07 | | | 0.00 | | | 0.07 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1700 | 1700 | Total Saturation |
| 0 | 0 | 0 | 208 | 0 | 173 | 239 | 348 | 0 | 0 | 301 | 245 | Volume |
| 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.10 | 0.14 | 0.20 | 0.00 | 0.00 | 0.18 | 0.14 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.14 | V/C | | 0.18 | 0.440 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.12 | RTOG | | 0.12 | RTOG | | 0.32 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.14 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | -0.04 | RTC | | 0.23 | RTC | | 0.41 | RTC | | 0.27 | |
| Addl ICU | | 0.04 | Addl ICU | | -0.13 | Addl ICU | | -0.41 | Addl ICU | | -0.12 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.49 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 86 | 0 | 4 | 0 | 0 | 0 | 0 | 1388 | 41 | 6 | 2176 | 0 | Volume |
| 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.02 | 0.00 | 0.64 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.64 | | 0.691 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.05 | | RTOG | -0.05 | | RTOG | 0.64 | | RTOG | 0.64 | | Right Turn Adjustment |
| RTOR | 0.37 | | RTOR | 0.00 | | RTOR | 0.05 | | RTOR | 0.05 | | |
| RTC | 0.33 | | RTC | -0.05 | | RTC | 0.67 | | RTC | 0.68 | | |
| Addl ICU | -0.32 | | Addl ICU | 0.05 | | Addl ICU | -0.65 | | Addl ICU | -0.68 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.74 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 412 | 1288 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 334 | 24 | 75 | 25 | 64 | 109 | 24 | 941 | 266 | 31 | 485 | 5 | Volume |
| 0.10 | 0.06 | 0.06 | 0.01 | 0.04 | 0.06 | 0.01 | 0.28 | 0.16 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.10 | | V/C | 0.04 | | V/C | 0.28 | | V/C | 0.02 | | 0.431 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.04 | | RTOG | 0.28 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.02 | | RTOR | 0.15 | | RTOR | 0.10 | | RTOR | 0.08 | | |
| RTC | 0.13 | | RTC | 0.15 | | RTC | 0.35 | | RTC | 0.34 | | |
| Addl ICU | -0.08 | | Addl ICU | -0.09 | | Addl ICU | -0.19 | | Addl ICU | -0.34 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.48 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 61 | 86 | 91 | 183 | 102 | 118 | 126 | 1198 | 68 | 170 | 1800 | 303 | Volume |
| 0.04 | 0.05 | 0.05 | 0.05 | 0.06 | 0.07 | 0.07 | 0.23 | 0.04 | 0.10 | 0.35 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.05 | | V/C | 0.07 | | V/C | 0.35 | | 0.531 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.05 | | RTOG | 0.07 | | RTOG | 0.33 | | RTOG | 0.35 | | Right Turn Adjustment |
| RTOR | 0.19 | | RTOR | 0.07 | | RTOR | 0.04 | | RTOR | 0.05 | | |
| RTC | 0.19 | | RTC | 0.12 | | RTC | 0.36 | | RTC | 0.39 | | |
| Addl ICU | -0.14 | | Addl ICU | -0.05 | | Addl ICU | -0.32 | | Addl ICU | -0.22 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.58 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2391 | 1009 | 1700 | 3142 | 258 | 1700 | 390 | 1310 | 1700 | 1473 | 227 | Total Saturation |
| 44 | 327 | 138 | 4 | 317 | 26 | 9 | 11 | 37 | 58 | 13 | 2 | Volume |
| 0.03 | 0.14 | 0.14 | 0.00 | 0.10 | 0.10 | 0.01 | 0.03 | 0.03 | 0.03 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.10 | V/C | | 0.03 | V/C | | 0.03 | 0.189 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.10 | RTOG | | 0.03 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.05 | RTOR | | 0.03 | RTOR | | -0.01 | |
| RTC | | 0.15 | RTC | | 0.14 | RTC | | 0.05 | RTC | | 0.05 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.04 | Addl ICU | | -0.02 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.24 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1251 | 449 | 850 | 810 | 890 | Total Saturation |
| 1 | 459 | 87 | 18 | 377 | 24 | 38 | 92 | 33 | 69 | 40 | 44 | Volume |
| 0.00 | 0.27 | 0.10 | 0.02 | 0.22 | 0.03 | 0.04 | 0.07 | 0.07 | 0.08 | 0.05 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.27 | V/C | | 0.02 | V/C | | 0.07 | V/C | | 0.08 | 0.446 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.29 | RTOG | | 0.07 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.11 | RTOR | | 0.07 | RTOR | | 0.02 | |
| RTC | | 0.33 | RTC | | 0.37 | RTC | | 0.13 | RTC | | 0.13 | |
| Addl ICU | | -0.23 | Addl ICU | | -0.34 | Addl ICU | | -0.05 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.50 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1360 | 340 | 0 | 1700 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 | Total Saturation |
| 0 | 332 | 83 | 0 | 348 | 0 | 0 | 0 | 0 | 87 | 0 | 1 | Volume |
| 0.00 | 0.24 | 0.24 | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.20 | V/C | | 0.00 | V/C | | 0.05 | 0.256 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.20 | RTOG | | -0.05 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.00 | RTOR | | -0.04 | |
| RTC | | 0.24 | RTC | | 0.24 | RTC | | -0.05 | RTC | | 0.02 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.24 | Addl ICU | | 0.05 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.31 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1689 | 11 | 0 | 1673 | 27 | 850 | 1695 | 5 | 850 | 1700 | 0 | Total Saturation |
| 1 | 148 | 1 | 0 | 123 | 2 | 3 | 329 | 1 | 2 | 245 | 0 | Volume |
| 0.00 | 0.09 | 0.09 | 0.00 | 0.07 | 0.07 | 0.00 | 0.19 | 0.19 | 0.00 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.09 | V/C | | 0.00 | V/C | | 0.19 | V/C | | 0.00 | 0.284 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.09 | RTOG | | 0.19 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.09 | RTC | | 0.13 | RTC | | 0.20 | RTC | | 0.19 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.05 | Addl ICU | | -0.01 | Addl ICU | | -0.19 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.33 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 102 | 0 | 113 | 0 | 0 | 0 | 0 | 1188 | 77 | 139 | 1922 | 0 | Volume |
| 0.06 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.23 | 0.05 | 0.08 | 0.57 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.06 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.57 | | 0.625 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.06 | | RTOG | -0.06 | | RTOG | 0.48 | | RTOG | 0.57 | | Right Turn Adjustment |
| RTOR | 0.33 | | RTOR | 0.00 | | RTOR | 0.06 | | RTOR | 0.06 | | |
| RTC | 0.31 | | RTC | -0.06 | | RTC | 0.53 | | RTC | 0.61 | | |
| Addl ICU | -0.24 | | Addl ICU | 0.06 | | Addl ICU | -0.48 | | Addl ICU | -0.61 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 83 | 0 | 0 | 79 | 15 | 20 | 0 | 3 | 0 | 0 | 0 | Volume |
| 0.00 | 0.05 | 0.00 | 0.00 | 0.05 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.00 | 0.061 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.05 | RTOG | | 0.01 | RTOG | | -0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.06 | RTC | | 0.06 | RTC | | 0.01 | RTC | | -0.01 | |
| Addl ICU | | -0.06 | Addl ICU | | -0.05 | Addl ICU | | -0.01 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.11 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 850 | 145 | 1555 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 67 | 25 | 269 | 0 | 0 | 156 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.17 | 0.17 | 0.00 | 0.00 | 0.09 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.17 | V/C | | 0.09 | 0.265 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.26 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.17 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.07 | RTC | | 0.13 | RTC | | 0.26 | RTC | | 0.09 | |
| Addl ICU | | -0.07 | Addl ICU | | -0.05 | Addl ICU | | -0.26 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.31 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 106 | 47 | 160 | 70 | 40 | 45 | 45 | 1388 | 87 | 193 | 2176 | 113 | Volume |
| 0.06 | 0.03 | 0.09 | 0.04 | 0.02 | 0.03 | 0.03 | 0.27 | 0.05 | 0.11 | 0.43 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.06 | | V/C | 0.02 | | V/C | 0.03 | | V/C | 0.43 | | 0.539 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | 0.02 | | RTOG | 0.34 | | RTOG | 0.43 | | Right Turn Adjustment |
| RTOR | 0.18 | | RTOR | 0.03 | | RTOR | 0.06 | | RTOR | 0.06 | | |
| RTC | 0.18 | | RTC | 0.04 | | RTC | 0.39 | | RTC | 0.47 | | |
| Addl ICU | -0.09 | | Addl ICU | -0.02 | | Addl ICU | -0.34 | | Addl ICU | -0.40 | | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.59 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 121 | 1579 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 79 | 5 | 5 | 72 | 3 | 39 | 77 | 1633 | 102 | 6 | 2465 | 183 | Volume |
| 0.05 | 0.00 | 0.00 | 0.04 | 0.02 | 0.02 | 0.05 | 0.48 | 0.06 | 0.00 | 0.73 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.02 | V/C | | 0.05 | V/C | | 0.73 | 0.841 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.02 | RTOG | | 0.77 | RTOG | | 0.73 | Right Turn Adjustment |
| RTOR | | 0.29 | RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.07 | |
| RTC | | 0.25 | RTC | | 0.06 | RTC | | 0.80 | RTC | | 0.78 | |
| Addl ICU | | -0.24 | Addl ICU | | -0.03 | Addl ICU | | -0.74 | Addl ICU | | -0.67 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.89 | | | | | | | | | | | | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2017 – WITH PROJECT
2012 MODIFIED PROJECT OPTION 2
AM PEAK HOUR**

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Impact Analysis Report
 Level Of Service

| Intersection | LOS | Base | | LOS | Future | | Change in | |
|-------------------------------------|-----|-------------|---------|-----|-------------|---------|--------------|-----|
| | | Del/ Veh | V/ C | | Del/ Veh | V/ C | | |
| # 1 "B" St & Driveway 1 | A | 9.1 | 0.019 | A | 9.1 | 0.019 | + 0.000 | D/V |
| # 2 "B" St & Driveway 2 | A | 9.0 | 0.076 | A | 9.0 | 0.076 | + 0.000 | D/V |
| # 3 Driveway 3 & "LQ" St | A | 9.0 | 0.038 | A | 9.0 | 0.038 | + 0.000 | D/V |
| # 4 Driveway 4 & "LQ" St | A | 9.8 | 0.052 | A | 9.8 | 0.052 | + 0.000 | D/V |
| # 5 "LQ" St & Driveway 5 | A | 9.0 | 0.072 | A | 9.0 | 0.072 | + 0.000 | D/V |
| # 6 "LQ" St & Driveway 6 | B | 10.4 | 0.194 | B | 10.4 | 0.194 | + 0.000 | D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 | D/V |
| #282 Jeffrey Rd & Portola Pkwy | A | xxxxxx | 0.584 | A | xxxxxx | 0.584 | + 0.000 | V/C |
| #283 Jeffrey Rd & Irvine Blvd | B | xxxxxx | 0.665 | B | xxxxxx | 0.665 | + 0.000 | V/C |
| #284 Jeffrey Rd & Bryan Ave | B | xxxxxx | 0.687 | B | xxxxxx | 0.687 | + 0.000 | V/C |
| #285 Jeffrey Rd & Trabuco Rd | B | xxxxxx | 0.637 | B | xxxxxx | 0.637 | + 0.000 | V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx | 0.371 | A | xxxxxx | 0.371 | + 0.000 | V/C |
| #301 Sand Canyon Ave & Irvine Blvd | B | xxxxxx | 0.632 | B | xxxxxx | 0.632 | + 0.000 | V/C |
| #302 Sand Canyon Ave & Trabuco Rd | C | xxxxxx | 0.752 | C | xxxxxx | 0.752 | + 0.000 | V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | B | 15.0 | 0.714 | B | 15.0 | 0.714 | + 0.000 | D/V |
| #304 Sand Canyon Ave & Marine Wy | D | xxxxxx | 0.826 | D | xxxxxx | 0.826 | + 0.000 | V/C |
| #305 Sand Canyon Ave & I-5 SB Ramps | C | 27.0 | 0.861 | C | 27.0 | 0.861 | + 0.000 | D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxxx | 1.157 | F | xxxxxx | 1.157 | + 0.000 | V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 15.0 | 0.507 | B | 15.0 | 0.507 | + 0.000 | D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | A | 7.6 | 0.543 | A | 7.6 | 0.543 | + 0.000 | D/V |
| #338 Alton Pkwy & Irvine Blvd | E | xxxxxx | 0.913 | E | xxxxxx | 0.913 | + 0.000 | V/C |
| #339 Alton Pkwy & Toledo Wy | B | xxxxxx | 0.670 | B | xxxxxx | 0.670 | + 0.000 | V/C |
| #340 Alton Pkwy & Jeronimo Rd | B | xxxxxx | 0.699 | B | xxxxxx | 0.699 | + 0.000 | V/C |

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|--------------|-------------|--------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #341 Alton Pkwy & Barranca Pkwy | B | xxxxxx 0.604 | B | xxxxxx 0.604 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | B | 14.8 0.832 | B | 14.8 0.832 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | B | 16.4 0.697 | B | 16.4 0.697 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | C | xxxxxx 0.800 | C | xxxxxx 0.800 | + 0.000 V/C |
| #556 Ridge Valley & Portola Pkwy | A | xxxxxx 0.525 | A | xxxxxx 0.525 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 5.5 0.526 | A | 5.5 0.526 | + 0.000 V/C |
| #558 "O" St & Irvine Blvd | B | xxxxxx 0.604 | B | xxxxxx 0.604 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | C | xxxxxx 0.719 | C | xxxxxx 0.719 | + 0.000 V/C |
| #560 "O" St & Marine Wy | A | xxxxxx 0.265 | A | xxxxxx 0.265 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | A | xxxxxx 0.549 | A | xxxxxx 0.549 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | B | xxxxxx 0.620 | B | xxxxxx 0.620 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | A | xxxxxx 0.573 | A | xxxxxx 0.573 | + 0.000 V/C |
| #603 "O" St & "LN" St | B | 14.1 0.299 | B | 14.1 0.299 | + 0.000 D/V |
| #605 "O" St & "LQ" St | A | 2.8 0.297 | A | 2.8 0.297 | + 0.000 V/C |
| #608 "O" St & "LV" St | A | xxxxxx 0.188 | A | xxxxxx 0.188 | + 0.000 V/C |
| #626 "LY" St & "LQ" St | A | 4.1 0.286 | A | 4.1 0.286 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | A | xxxxxx 0.455 | A | xxxxxx 0.455 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A | 9.2 0.012 | A | 9.2 0.012 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A | 3.5 0.160 | A | 3.5 0.160 | + 0.000 V/C |
| #790 "Z" St & Irvine Blvd | C | xxxxxx 0.718 | C | xxxxxx 0.718 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D | xxxxxx 0.864 | D | xxxxxx 0.864 | + 0.000 V/C |

IUSD High School #5 TIA
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2012 Modified Project Option 2

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #603 "O" St & "LN" St | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|----|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 157 | 0 | 0 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | | |
| ApproachDel: | xxxxxxx | | | xxxxxxx | | | xxxxxxx | | | 9.1 | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=17]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=397]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|---|---|-----|------------|---|---|---|------------|---|---|---|---|---|---|----|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 157 | | 0 | 0 | | 223 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 17 |
| Major Street Volume: | | | | | 380 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 17 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 477 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | |
|--------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|---|---|----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 140 | 0 | 0 | 111 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | |
| ApproachDel: | xxxxxxx | | | xxxxxxx | | | xxxxxxx | | | 9.0 | | | | | | |

 Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=17]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=379]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|-----|-----|---|------------|---|---|---|------------|---|---|---|---|---|---|----|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 140 | | 0 | 111 | 111 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 17 |
| Major Street Volume: | | | | | 362 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 17 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 635 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | | 37 | 74 | 0 | | | 0 | 105 | 37 | | |
| ApproachDel: | xxxxxx | | | | 9.0 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=35]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=288]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | | 37 | 74 | 0 | | | 0 | 105 | 37 | | |
| Major Street Volume: | | | | | 253 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 35 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 758 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|----|---|---|--------------|----|----|---|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 17 | 17 | 74 | 0 | 0 | 0 | 0 | 0 | 124 | 37 | 0 | 0 |
| ApproachDel: | xxxxxx | | | | 9.8 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=34]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=269]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|----|---|---|--------------|---|----|---|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 17 | | 74 | 0 | 0 | 0 | | 0 | 124 | 37 | | |
| Major Street Volume: | 235 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 34 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 784 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|--------------|----|---|--------------|---|---|------------|---|---|------------|---|---|----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 17 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.0 | | | xxxxxx | | | | | | | | | | |

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=70]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=179]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|---|---|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 17 | | 0 | 0 | | 92 | | 0 | 0 | | 0 | | 70 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 109 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 70 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 811 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|----|---|--------------|----|-----|------------|---|----|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 17 | 0 | 0 | 74 | 186 | 157 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 10.4 | | | xxxxxx | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=174]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=451]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|-----|-----|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 17 | | 0 | 0 | | 74 | | 186 | 157 | | 0 | | 17 | 0 | | 0 | | 0 |
| Major Street Volume: | 277 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 174 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 926 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 175 | 0 | 0 | 260 | 260 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|-----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 175 | 0 | 0 | 0 | 0 | 260 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | | | | | 695 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 0 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 410 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
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 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|----|----|--------------|-----|----|------------|----|----|------------|----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 10 | 74 | 30 | 2 | 385 | 14 | 11 | 19 | 63 | 164 | 10 | 3 | | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 11.1 | | | 14.1 | | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=93]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=785]

FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.7]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=177]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=785]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | |
|----------------------------------|--------------|----|----|--------------|-----|----|------------|----|----|------------|----|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 10 | 74 | 30 | 2 | 385 | 14 | 11 | 19 | 63 | 164 | 10 | 3 | |
| Major Street Volume: | 515 | | | | | | | | | | | | |
| Minor Approach Volume: | 177 | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 659 | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
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Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|--------------|----|---|---|--------------|---|-----|----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 18 | 0 | 0 | 0 | 0 | 129 | 56 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | 9.2 | | | | xxxxxx | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=11]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=214]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|-----|------------|----|-----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 18 | | 0 | 0 | | 129 | | 56 | 10 | | 0 | | 1 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | | | | | | | 203 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 11 | | | | | | | | | |
| Minor Approach Volume Threshold: | 1060 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 4 rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns and 2 rows for Critical Gp and FollowUpTim.

Capacity Module: Table with 12 columns and 4 rows for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns and 7 rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: A[9.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0-1).

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for approaches (North, South, East, West).

Critical Gap Module: Table with 12 columns for critical gap components (Critical Gp, FollowUpTim) and 4 columns for approaches (North, South, East, West).

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for approaches (North, South, East, West).

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for approaches (North, South, East, West).

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[9.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns for movements (L, T, R). Rows include Control, Rights, and Lanes.

Volume Module table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for approaches.

Critical Gap Module table with 12 columns for critical gap and follow-up time components and 4 columns for approaches.

Capacity Module table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for approaches.

Level of Service Module table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for approaches.

Note: Queue reported is the number of cars per lane.

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2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: A[9.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module: Table with 12 columns for gap components. Rows include Critical Gp and FollowUpTim.

Capacity Module: Table with 12 columns for capacity components. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns for LOS components. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: A[9.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing volume components like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time values.

Capacity Module: Table with 12 columns showing capacity-related metrics like Cnflct Vol, Potent Cap., etc.

Level of Service Module: Table with 12 columns showing level of service metrics like 2Way95thQ, Control Del, etc.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[10.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustments for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns showing critical gap and follow-up time values.

Capacity Module table with 12 columns showing conflict volume, potential capacity, move capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns showing delay, LOS by movement, shared capacity, and shared queue delay.

Note: Queue reported is the number of cars per lane.

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2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 7 rows of volume-related metrics.

Critical Gap Module table with 12 columns and 2 rows of critical gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity-related metrics.

Level of Service Module table with 12 columns and 8 rows of level of service and delay data.

Note: Queue reported is the number of cars per lane.

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 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 28 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 762 | 24 | 21 | 22 | 22 | 8 | 27 | 753 | 385 | 130 | 955 | 22 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 762 | 24 | 21 | 22 | 22 | 8 | 27 | 753 | 385 | 130 | 955 | 22 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 762 | 24 | 0 | 22 | 22 | 8 | 27 | 753 | 385 | 130 | 955 | 22 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 762 | 24 | 0 | 22 | 22 | 8 | 27 | 753 | 385 | 130 | 955 | 22 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 762 | 24 | 0 | 22 | 22 | 8 | 27 | 753 | 385 | 130 | 955 | 22 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.22 | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.02 | 0.22 | 0.23 | 0.04 | 0.28 | 0.01 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 91 | 409 | 296 | 154 | 668 | 34 | 60 | 976 | 240 | 485 | 1495 | 223 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 91 | 409 | 296 | 154 | 668 | 34 | 60 | 976 | 240 | 485 | 1495 | 223 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 91 | 409 | 0 | 154 | 668 | 34 | 60 | 976 | 240 | 485 | 1495 | 223 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 91 | 409 | 0 | 154 | 668 | 34 | 60 | 976 | 240 | 485 | 1495 | 223 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 91 | 409 | 0 | 154 | 668 | 34 | 60 | 976 | 240 | 485 | 1495 | 223 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.41 | 0.59 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4093 | 1007 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.08 | 0.00 | 0.05 | 0.13 | 0.02 | 0.02 | 0.24 | 0.24 | 0.14 | 0.44 | 0.13 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.687 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 36 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 165 | 520 | 150 | 64 | 1038 | 330 | 207 | 146 | 182 | 448 | 351 | 97 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 165 | 520 | 150 | 64 | 1038 | 330 | 207 | 146 | 182 | 448 | 351 | 97 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 165 | 520 | 150 | 64 | 1038 | 330 | 207 | 146 | 182 | 448 | 351 | 97 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 165 | 520 | 150 | 64 | 1038 | 330 | 207 | 146 | 182 | 448 | 351 | 97 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 165 | 520 | 150 | 64 | 1038 | 330 | 207 | 146 | 182 | 448 | 351 | 97 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.33 | 0.67 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.78 | 0.22 |
| Final Sat.: | 3400 | 3958 | 1142 | 3400 | 5100 | 1700 | 1700 | 1700 | 1700 | 3400 | 1332 | 368 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.13 | 0.13 | 0.02 | 0.20 | 0.19 | 0.12 | 0.09 | 0.11 | 0.13 | 0.26 | 0.26 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.637 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 31 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 1 |
| | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 121 | 634 | 196 | 152 | 1370 | 267 | 186 | 362 | 133 | 599 | 725 | 66 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 121 | 634 | 196 | 152 | 1370 | 267 | 186 | 362 | 133 | 599 | 725 | 66 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 121 | 634 | 196 | 152 | 1370 | 267 | 186 | 362 | 133 | 599 | 725 | 66 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 121 | 634 | 196 | 152 | 1370 | 267 | 186 | 362 | 133 | 599 | 725 | 66 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 121 | 634 | 196 | 152 | 1370 | 267 | 186 | 362 | 133 | 599 | 725 | 66 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.29 | 0.71 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 3896 | 1204 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.16 | 0.16 | 0.04 | 0.27 | 0.16 | 0.05 | 0.11 | 0.08 | 0.18 | 0.21 | 0.04 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.371 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 19 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 135 | 0 | 164 | 0 | 0 | 0 | 0 | 341 | 463 | 423 | 926 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 135 | 0 | 164 | 0 | 0 | 0 | 0 | 341 | 463 | 423 | 926 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 135 | 0 | 164 | 0 | 0 | 0 | 0 | 341 | 0 | 423 | 926 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 135 | 0 | 164 | 0 | 0 | 0 | 0 | 341 | 0 | 423 | 926 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 135 | 0 | 164 | 0 | 0 | 0 | 0 | 341 | 0 | 423 | 926 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.12 | 0.27 | 0.00 |
| Crit Moves: | | | **** | | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.632
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 91 | 379 | 325 | 367 | 761 | 69 | 107 | 1070 | 235 | 591 | 1283 | 111 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 91 | 379 | 325 | 367 | 761 | 69 | 107 | 1070 | 235 | 591 | 1283 | 111 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 91 | 379 | 325 | 367 | 761 | 69 | 107 | 1070 | 235 | 591 | 1283 | 111 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 91 | 379 | 325 | 367 | 761 | 69 | 107 | 1070 | 235 | 591 | 1283 | 111 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 91 | 379 | 325 | 367 | 761 | 69 | 107 | 1070 | 235 | 591 | 1283 | 111 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.07 | 0.10 | 0.11 | 0.22 | 0.04 | 0.03 | 0.16 | 0.14 | 0.17 | 0.25 | 0.07 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.752 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 44 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 1 | |
| | 0 | 1 | | 2 | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 254 | 502 | 193 | 171 | 2176 | 72 | 111 | 141 | 471 | 465 | 632 | 224 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 254 | 502 | 193 | 171 | 2176 | 72 | 111 | 141 | 471 | 465 | 632 | 224 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 254 | 502 | 0 | 171 | 2176 | 72 | 111 | 141 | 0 | 465 | 632 | 224 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 254 | 502 | 0 | 171 | 2176 | 72 | 111 | 141 | 0 | 465 | 632 | 224 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 254 | 502 | 0 | 171 | 2176 | 72 | 111 | 141 | 0 | 465 | 632 | 224 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.21 | 0.79 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3765 | 1335 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.10 | 0.00 | 0.05 | 0.43 | 0.04 | 0.03 | 0.03 | 0.00 | 0.14 | 0.17 | 0.17 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 0 Average Delay (sec/veh): 15.0
Optimal Cycle: 80 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Sand Canyon Ave & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.826 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 58 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 0 | |

| | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 994 | 148 | 171 | 3641 | 0 | 0 | 0 | 0 | 212 | 0 | 67 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 994 | 148 | 171 | 3641 | 0 | 0 | 0 | 0 | 212 | 0 | 67 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 994 | 148 | 171 | 3641 | 0 | 0 | 0 | 0 | 212 | 0 | 67 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 994 | 148 | 171 | 3641 | 0 | 0 | 0 | 0 | 212 | 0 | 67 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 994 | 148 | 171 | 3641 | 0 | 0 | 0 | 0 | 212 | 0 | 67 |

| | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 5100 | 1700 | 3400 | 5100 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 |

| | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.19 | 0.09 | 0.05 | 0.71 | 0.00 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.04 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.861
Loss Time (sec): 0 Average Delay (sec/veh): 27.0
Optimal Cycle: 164 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 1.157 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 180 | Level Of Service: | F |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | |
| Rights: | Include | | | WideBypass | | | WideBypass | | | Include | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 76 | 578 | 140 | 1419 | 1794 | 274 | 86 | 131 | 103 | 71 | 165 | 284 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 76 | 578 | 140 | 1419 | 1794 | 274 | 86 | 131 | 103 | 71 | 165 | 284 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 76 | 578 | 140 | 1419 | 1794 | 274 | 86 | 131 | 103 | 71 | 165 | 284 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 76 | 578 | 140 | 1419 | 1794 | 274 | 86 | 131 | 103 | 71 | 165 | 284 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 76 | 578 | 140 | 1419 | 1794 | 274 | 86 | 131 | 103 | 71 | 165 | 284 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.60 | 0.40 | 2.00 | 0.56 | 0.44 | 2.00 | 1.10 | 1.90 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 4424 | 676 | 3400 | 952 | 748 | 3400 | 1874 | 3226 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.11 | 0.08 | 0.83 | 0.41 | 0.41 | 0.03 | 0.14 | 0.14 | 0.02 | 0.09 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
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2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 0 Average Delay (sec/veh): 15.0
Optimal Cycle: 46 Level Of Service: B

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for various adjustment factors (Base Vol, Growth Adj, etc.) and values for each of the four approaches.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. for each approach.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Year 2017 With Project
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 0 Average Delay (sec/veh): 7.6
Optimal Cycle: 50 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.913
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 95 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 206 | 381 | 94 | 265 | 1528 | 591 | 523 | 1115 | 724 | 262 | 902 | 188 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 206 | 381 | 94 | 265 | 1528 | 591 | 523 | 1115 | 724 | 262 | 902 | 188 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 206 | 381 | 0 | 265 | 1528 | 0 | 523 | 1115 | 724 | 262 | 902 | 188 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 206 | 381 | 0 | 265 | 1528 | 0 | 523 | 1115 | 724 | 262 | 902 | 188 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 206 | 381 | 0 | 265 | 1528 | 0 | 523 | 1115 | 724 | 262 | 902 | 188 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.07 | 0.00 | 0.08 | 0.30 | 0.00 | 0.15 | 0.22 | 0.43 | 0.08 | 0.18 | 0.11 |
| Crit Moves: | **** | | | **** | | | **** | **** | | **** | **** | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves.

IUSD High School #5 TIA
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 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 37 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 147 | 1008 | 209 | 118 | 2124 | 78 | 11 | 12 | 28 | 388 | 41 | 96 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 147 | 1008 | 209 | 118 | 2124 | 78 | 11 | 12 | 28 | 388 | 41 | 96 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 147 | 1008 | 0 | 118 | 2124 | 78 | 11 | 12 | 28 | 388 | 41 | 96 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 147 | 1008 | 0 | 118 | 2124 | 78 | 11 | 12 | 28 | 388 | 41 | 96 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 147 | 1008 | 0 | 118 | 2124 | 78 | 11 | 12 | 28 | 388 | 41 | 96 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.89 | 0.11 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4919 | 181 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.20 | 0.00 | 0.03 | 0.43 | 0.43 | 0.01 | 0.01 | 0.02 | 0.11 | 0.02 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | **** | | **** | **** | |

IUSD High School #5 TIA
Year 2017 With Project
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 0 Average Delay (sec/veh): 14.8
Optimal Cycle: 135 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 0 Average Delay (sec/veh): 16.4
Optimal Cycle: 75 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.800
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 52 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 26 | 865 | 76 | 87 | 3462 | 121 | 19 | 2 | 21 | 72 | 8 | 64 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 26 | 865 | 76 | 87 | 3462 | 121 | 19 | 2 | 21 | 72 | 8 | 64 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 26 | 865 | 76 | 87 | 3462 | 121 | 19 | 2 | 21 | 72 | 8 | 64 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 865 | 76 | 87 | 3462 | 121 | 19 | 2 | 21 | 72 | 8 | 64 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 26 | 865 | 76 | 87 | 3462 | 121 | 19 | 2 | 21 | 72 | 8 | 64 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.76 | 0.24 | 1.00 | 3.00 | 1.00 | 1.00 | 0.09 | 0.91 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 4688 | 412 | 1700 | 5100 | 1700 | 1700 | 148 | 1552 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.18 | 0.18 | 0.05 | 0.68 | 0.07 | 0.01 | 0.01 | 0.01 | 0.04 | 0.00 | 0.04 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.525 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 25 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 188 | 19 | 41 | 134 | 64 | 37 | 22 | 412 | 87 | 170 | 1043 | 23 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 188 | 19 | 41 | 134 | 64 | 37 | 22 | 412 | 87 | 170 | 1043 | 23 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 188 | 19 | 41 | 134 | 64 | 37 | 22 | 412 | 87 | 170 | 1043 | 23 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 188 | 19 | 41 | 134 | 64 | 37 | 22 | 412 | 87 | 170 | 1043 | 23 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 188 | 19 | 41 | 134 | 64 | 37 | 22 | 412 | 87 | 170 | 1043 | 23 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.32 | 0.68 | 1.00 | 1.00 | 1.00 | 1.00 | 1.65 | 0.35 | 1.00 | 1.96 | 0.04 |
| Final Sat.: | 1700 | 538 | 1162 | 1700 | 1700 | 1700 | 1700 | 2807 | 593 | 1700 | 3327 | 73 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.11 | 0.04 | 0.04 | 0.08 | 0.04 | 0.02 | 0.01 | 0.15 | 0.15 | 0.10 | 0.31 | 0.31 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 5.5 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 28 | 79 | 2 | 83 | 301 | 231 | 30 | 8 | 42 | 1 | 29 | 99 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 28 | 79 | 2 | 83 | 301 | 231 | 30 | 8 | 42 | 1 | 29 | 99 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 28 | 79 | 2 | 83 | 301 | 231 | 30 | 8 | 42 | 1 | 29 | 99 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 28 | 79 | 2 | 83 | 301 | 231 | 30 | 8 | 42 | 1 | 29 | 99 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 28 | 79 | 2 | 83 | 301 | 231 | 30 | 8 | 42 | 1 | 29 | 99 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|----|---|----|-----|-----|----|---|----|---|----|----|
| AutoPCE: | 28 | 79 | 2 | 83 | 301 | 231 | 30 | 8 | 42 | 1 | 29 | 99 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 28 | 79 | 2 | 83 | 301 | 231 | 30 | 8 | 42 | 1 | 29 | 99 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 121 | 58 | 385 | 137 |
| MaxVolume: | 1135 | 1169 | 992 | 1126 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1135 | 1169 | 992 | 1126 |
| ApproachVol: | 109 | 615 | 80 | 129 |
| ApproachV/C: | 0.10 | 0.53 | 0.08 | 0.11 |
| ApproachDel: | 3.5 | 6.4 | 3.9 | 3.6 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.3 | 3.2 | 0.3 | 0.4 |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows including Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

Table with 4 main columns: North Bound, South Bound, East Bound, West Bound. Sub-columns: L, T, R. Rows: Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, OvlAdjVol.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, OvlAdjV/S, Crit Moves.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.265 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 17 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 156 | 0 | 71 | 43 | 226 | 0 | 0 | 166 | 70 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 156 | 0 | 71 | 43 | 226 | 0 | 0 | 166 | 70 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 156 | 0 | 71 | 43 | 226 | 0 | 0 | 166 | 70 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 156 | 0 | 71 | 43 | 226 | 0 | 0 | 166 | 70 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 156 | 0 | 71 | 43 | 226 | 0 | 0 | 166 | 70 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.04 | 0.03 | 0.13 | 0.00 | 0.00 | 0.10 | 0.04 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.549 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 26 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 161 | 0 | 14 | 0 | 0 | 0 | 0 | 1907 | 215 | 7 | 1373 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 161 | 0 | 14 | 0 | 0 | 0 | 0 | 1907 | 215 | 7 | 1373 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 161 | 0 | 14 | 0 | 0 | 0 | 0 | 1907 | 215 | 7 | 1373 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 161 | 0 | 14 | 0 | 0 | 0 | 0 | 1907 | 215 | 7 | 1373 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 161 | 0 | 14 | 0 | 0 | 0 | 0 | 1907 | 215 | 7 | 1373 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.13 | 0.00 | 0.40 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.620
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 391 | 10 | 45 | 36 | 88 | 321 | 10 | 454 | 117 | 22 | 709 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 391 | 10 | 45 | 36 | 88 | 321 | 10 | 454 | 117 | 22 | 709 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 391 | 10 | 45 | 36 | 88 | 321 | 10 | 454 | 117 | 22 | 709 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 391 | 10 | 45 | 36 | 88 | 321 | 10 | 454 | 117 | 22 | 709 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 391 | 10 | 45 | 36 | 88 | 321 | 10 | 454 | 117 | 22 | 709 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.18 | 0.82 | 1.00 | 0.22 | 0.78 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 309 | 1391 | 1700 | 366 | 1334 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.12 | 0.03 | 0.03 | 0.02 | 0.24 | 0.24 | 0.01 | 0.13 | 0.07 | 0.01 | 0.21 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 27 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 41 | 48 | 117 | 351 | 84 | 123 | 62 | 1494 | 44 | 99 | 1251 | 168 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 41 | 48 | 117 | 351 | 84 | 123 | 62 | 1494 | 44 | 99 | 1251 | 168 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 41 | 48 | 117 | 351 | 84 | 123 | 62 | 1494 | 44 | 99 | 1251 | 168 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 41 | 48 | 117 | 351 | 84 | 123 | 62 | 1494 | 44 | 99 | 1251 | 168 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 41 | 48 | 117 | 351 | 84 | 123 | 62 | 1494 | 44 | 99 | 1251 | 168 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.03 | 0.07 | 0.10 | 0.05 | 0.07 | 0.04 | 0.29 | 0.03 | 0.06 | 0.25 | 0.10 |
| Crit Moves: | | | **** | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: B[14.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for traffic volume and adjustment factors like Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with 13 columns for critical gap and follow-up time values.

Capacity Module: Table with 13 columns for conflict volume, potential capacity, move capacity, and volume/capacity ratios.

Level of Service Module: Table with 13 columns for delay, LOS by movement, shared capacity, shared queue, shared delay, shared LOS, approach delay, and approach LOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 2.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 29 | 107 | 56 | 1 | 597 | 54 | 9 | 42 | 2 | 200 | 90 | 3 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 29 | 107 | 56 | 1 | 597 | 54 | 9 | 42 | 2 | 200 | 90 | 3 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 29 | 107 | 56 | 1 | 597 | 54 | 9 | 42 | 2 | 200 | 90 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 107 | 56 | 1 | 597 | 54 | 9 | 42 | 2 | 200 | 90 | 3 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 29 | 107 | 56 | 1 | 597 | 54 | 9 | 42 | 2 | 200 | 90 | 3 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|----|---|-----|----|---|----|---|-----|----|---|
| AutoPCE: | 29 | 107 | 56 | 1 | 597 | 54 | 9 | 42 | 2 | 200 | 90 | 3 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 29 | 107 | 56 | 1 | 597 | 54 | 9 | 42 | 2 | 200 | 90 | 3 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 52 | 319 | 798 | 145 |
| MaxVolume: | 2387 | 2194 | 769 | 1122 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2387 | 2194 | 769 | 1122 |
| ApproachVol: | 192 | 652 | 53 | 293 |
| ApproachV/C: | 0.08 | 0.30 | 0.07 | 0.26 |
| ApproachDel: | 1.6 | 2.3 | 5.0 | 4.3 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.3 | 1.3 | 0.2 | 1.1 |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.188
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 15 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 72 | 30 | 1 | 112 | 0 | 0 | 0 | 0 | 122 | 0 | 1 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 72 | 30 | 1 | 112 | 0 | 0 | 0 | 0 | 122 | 0 | 1 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 72 | 30 | 1 | 112 | 0 | 0 | 0 | 0 | 122 | 0 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 72 | 30 | 1 | 112 | 0 | 0 | 0 | 0 | 122 | 0 | 1 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 72 | 30 | 1 | 112 | 0 | 0 | 0 | 0 | 122 | 0 | 1 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.71 | 0.29 | 0.01 | 0.99 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 1200 | 500 | 15 | 1685 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.06 | 0.06 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.1 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 24 | 1 | 0 | 188 | 1 | 0 | 147 | 1 | 8 | 331 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 24 | 1 | 0 | 188 | 1 | 0 | 147 | 1 | 8 | 331 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 24 | 1 | 0 | 188 | 1 | 0 | 147 | 1 | 8 | 331 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 24 | 1 | 0 | 188 | 1 | 0 | 147 | 1 | 8 | 331 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 24 | 1 | 0 | 188 | 1 | 0 | 147 | 1 | 8 | 331 | 0 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|----|---|---|-----|---|---|-----|---|---|-----|---|
| AutoPCE: | 0 | 24 | 1 | 0 | 188 | 1 | 0 | 147 | 1 | 8 | 331 | 0 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 24 | 1 | 0 | 188 | 1 | 0 | 147 | 1 | 8 | 331 | 0 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 147 | 339 | 196 | 24 |
| MaxVolume: | 1121 | 1017 | 1094 | 1187 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1121 | 1017 | 1094 | 1187 |
| ApproachVol: | 25 | 189 | 148 | 339 |
| ApproachV/C: | 0.02 | 0.19 | 0.14 | 0.29 |
| ApproachDel: | 3.3 | 4.3 | 3.8 | 4.2 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.1 | 0.7 | 0.5 | 1.2 |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.455 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 22 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 73 | 0 | 92 | 0 | 0 | 0 | 0 | 1454 | 76 | 78 | 1194 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 73 | 0 | 92 | 0 | 0 | 0 | 0 | 1454 | 76 | 78 | 1194 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 73 | 0 | 92 | 0 | 0 | 0 | 0 | 1454 | 76 | 78 | 1194 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 73 | 0 | 92 | 0 | 0 | 0 | 0 | 1454 | 76 | 78 | 1194 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 73 | 0 | 92 | 0 | 0 | 0 | 0 | 1454 | 76 | 78 | 1194 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 | 0.04 | 0.05 | 0.35 | 0.00 |
| Crit Moves: | | | **** | | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A[9.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume).

Critical Gap Module: Table with 12 columns for critical gap and follow-up time components.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap.).

Level of Service Module: Table with 12 columns for level of service components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS).

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 3.5 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 96 | 15 | 134 | 0 | 0 | 184 | 7 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 96 | 15 | 134 | 0 | 0 | 184 | 7 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 96 | 15 | 134 | 0 | 0 | 184 | 7 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 96 | 15 | 134 | 0 | 0 | 184 | 7 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 96 | 15 | 134 | 0 | 0 | 184 | 7 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|---|---|----|----|-----|---|---|-----|---|
| AutoPCE: | 0 | 0 | 0 | 0 | 0 | 96 | 15 | 134 | 0 | 0 | 184 | 7 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 0 | 0 | 96 | 15 | 134 | 0 | 0 | 184 | 7 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|---------|------|------|------|
| CircVolume: | 149 | 184 | 0 | 15 |
| MaxVolume: | xxxxxxx | 1101 | 1200 | 1192 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxxx | 1101 | 1200 | 1192 |
| ApproachVol: | xxxxxxx | 96 | 149 | 191 |
| ApproachV/C: | 1.00 | 0.09 | 0.12 | 0.16 |
| ApproachDel: | xxxxxxx | 3.6 | 3.4 | 3.6 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.3 | 0.4 | 0.6 |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.864
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 70 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 154 | 7 | 14 | 157 | 22 | 66 | 29 | 2224 | 468 | 30 | 1543 | 62 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 154 | 7 | 14 | 157 | 22 | 66 | 29 | 2224 | 468 | 30 | 1543 | 62 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 154 | 7 | 14 | 157 | 22 | 66 | 29 | 2224 | 468 | 30 | 1543 | 62 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 154 | 7 | 14 | 157 | 22 | 66 | 29 | 2224 | 468 | 30 | 1543 | 62 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 154 | 7 | 14 | 157 | 22 | 66 | 29 | 2224 | 468 | 30 | 1543 | 62 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.25 | 0.75 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 425 | 1275 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.00 | 0.01 | 0.09 | 0.05 | 0.05 | 0.02 | 0.65 | 0.28 | 0.02 | 0.45 | 0.04 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 157 | 0 | 0 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | Volume |
| 0.00 | 0.09 | 0.00 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.00 | 0.131 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.13 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | |
| RTC | | 0.13 | RTC | | 0.13 | RTC | | 0.00 | RTC | | 0.03 | |
| Addl ICU | | -0.13 | Addl ICU | | -0.13 | Addl ICU | | 0.00 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.18 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 850 | Total Saturation |
| 0 | 140 | 0 | 111 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | Volume |
| 0.00 | 0.08 | 0.00 | 0.07 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.00 | 0.148 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | 0.15 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.07 | |
| RTC | | 0.08 | RTC | | 0.15 | RTC | | 0.06 | RTC | | 0.05 | |
| Addl ICU | | -0.08 | Addl ICU | | -0.15 | Addl ICU | | -0.06 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.20 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1257 | 443 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 35 | 37 | 74 | 0 | 0 | 105 | 37 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.02 | 0.04 | 0.00 | 0.00 | 0.08 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.00 | | V/C | 0.02 | | V/C | 0.08 | | 0.105 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.00 | | RTOG | 0.00 | | RTOG | 0.11 | | RTOG | 0.08 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.02 | | RTOR | 0.00 | | RTOR | 0.00 | | |
| RTC | 0.05 | | RTC | 0.02 | | RTC | 0.11 | | RTC | 0.08 | | |
| Addl ICU | -0.05 | | Addl ICU | 0.00 | | Addl ICU | -0.11 | | Addl ICU | 0.00 | | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.16 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 0 | 0 | 0 | 1309 | 391 | Total Saturation |
| 0 | 0 | 0 | 17 | 0 | 17 | 74 | 0 | 0 | 0 | 124 | 37 | Volume |
| 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.02 | 0.04 | 0.00 | 0.00 | 0.00 | 0.09 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.02 | V/C | | 0.04 | V/C | | 0.09 | 0.158 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.02 | RTOG | | 0.02 | RTOG | | 0.14 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.04 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.08 | RTC | | 0.05 | RTC | | 0.15 | RTC | | 0.11 | |
| Addl ICU | | -0.08 | Addl ICU | | -0.03 | Addl ICU | | -0.15 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.21 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 17 | 0 | 0 | 92 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | 0.054 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.05 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | |
| RTC | | 0.05 | RTC | | 0.05 | RTC | | 0.00 | RTC | | 0.03 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.05 | Addl ICU | | 0.04 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.04 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.15 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 484 | 1216 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 17 | 0 | 0 | 74 | 186 | 157 | 0 | 17 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.15 | 0.15 | 0.09 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.15 | V/C | | 0.09 | V/C | | 0.00 | 0.245 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.15 | RTOG | | 0.09 | RTOG | | -0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.00 | RTOR | | 0.14 | |
| RTC | | 0.22 | RTC | | 0.22 | RTC | | 0.09 | RTC | | 0.01 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.07 | Addl ICU | | -0.08 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.30 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 175 | 0 | 0 | 260 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.10 | 0.00 | 0.00 | 0.15 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.15 | V/C | | 0.00 | V/C | | 0.00 | 0.153 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.15 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.05 | |
| RTC | | 0.15 | RTC | | 0.15 | RTC | | 0.00 | RTC | | 0.04 | |
| Addl ICU | | -0.15 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.20 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 762 | 24 | 21 | 22 | 22 | 8 | 27 | 753 | 385 | 130 | 955 | 22 | Volume |
| 0.22 | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.02 | 0.22 | 0.23 | 0.04 | 0.28 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.22 | | V/C | 0.01 | | V/C | 0.02 | | V/C | 0.28 | | 0.534 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.22 | | RTOG | 0.01 | | RTOG | 0.26 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.02 | | RTOR | 0.22 | | RTOR | 0.22 | | |
| RTC | 0.28 | | RTC | 0.02 | | RTC | 0.43 | | RTC | 0.45 | | |
| Addl ICU | -0.28 | | Addl ICU | -0.02 | | Addl ICU | -0.20 | | Addl ICU | -0.44 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 0 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 4093 | 1007 | 3400 | 3400 | 1700 | Total Saturation |
| 91 | 409 | 296 | 154 | 668 | 34 | 60 | 976 | 240 | 485 | 1495 | 223 | Volume |
| 0.03 | 0.08 | 0.00 | 0.05 | 0.13 | 0.02 | 0.02 | 0.24 | 0.24 | 0.14 | 0.44 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.03 | | V/C | 0.13 | | V/C | 0.02 | | V/C | 0.44 | | 0.615 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.11 | | RTOG | 0.13 | | RTOG | 0.31 | | RTOG | 0.44 | | Right Turn Adjustment |
| RTOR | 0.22 | | RTOR | 0.02 | | RTOR | 0.03 | | RTOR | 0.08 | | |
| RTC | 0.28 | | RTC | 0.14 | | RTC | 0.33 | | RTC | 0.50 | | |
| Addl ICU | -0.28 | | Addl ICU | -0.12 | | Addl ICU | -0.10 | | Addl ICU | -0.37 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3958 | 1142 | 3400 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 1700 | 1700 | Total Saturation |
| 165 | 520 | 150 | 64 | 1038 | 330 | 207 | 146 | 182 | 448 | 351 | 97 | Volume |
| 0.05 | 0.13 | 0.13 | 0.02 | 0.20 | 0.19 | 0.12 | 0.04 | 0.11 | 0.13 | 0.21 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.20 | V/C | | 0.12 | V/C | | 0.21 | 0.580 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.20 | RTOG | | 0.20 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.29 | RTOR | | 0.12 | RTOR | | 0.05 | RTOR | | 0.12 | |
| RTC | | 0.45 | RTC | | 0.29 | RTC | | 0.23 | RTC | | 0.30 | |
| Addl ICU | | -0.32 | Addl ICU | | -0.10 | Addl ICU | | -0.13 | Addl ICU | | -0.24 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 121 | 634 | 196 | 152 | 1370 | 267 | 186 | 362 | 133 | 599 | 725 | 66 | Volume |
| 0.04 | 0.12 | 0.12 | 0.04 | 0.27 | 0.16 | 0.05 | 0.11 | 0.08 | 0.18 | 0.21 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.04 | | V/C | 0.27 | | V/C | 0.11 | | V/C | 0.18 | | 0.587 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.26 | | RTOG | 0.27 | | RTOG | 0.11 | | RTOG | 0.23 | | Right Turn Adjustment |
| RTOR | 0.18 | | RTOR | 0.07 | | RTOR | 0.04 | | RTOR | 0.18 | | |
| RTC | 0.39 | | RTC | 0.32 | | RTC | 0.13 | | RTC | 0.36 | | |
| Addl ICU | -0.28 | | Addl ICU | -0.16 | | Addl ICU | -0.05 | | Addl ICU | -0.32 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | |
| | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 135 | 0 | 164 | 0 | 0 | 0 | 0 | 341 | 463 | 423 | 926 | 0 | Volume |
| 0.04 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.12 | 0.27 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.04 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.27 | | 0.312 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | -0.04 | | RTOG | 0.15 | | RTOG | 0.27 | | Right Turn Adjustment |
| RTOR | 0.17 | | RTOR | 0.00 | | RTOR | 0.04 | | RTOR | 0.04 | | |
| RTC | 0.17 | | RTC | -0.04 | | RTC | 0.18 | | RTC | 0.30 | | |
| Addl ICU | -0.12 | | Addl ICU | 0.04 | | Addl ICU | -0.18 | | Addl ICU | -0.30 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.36 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 91 | 379 | 325 | 367 | 761 | 69 | 107 | 1070 | 235 | 591 | 1283 | 111 | Volume |
| 0.03 | 0.07 | 0.10 | 0.11 | 0.22 | 0.04 | 0.03 | 0.16 | 0.14 | 0.17 | 0.25 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.22 | | V/C | 0.16 | | V/C | 0.17 | | 0.582 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.14 | | RTOG | 0.22 | | RTOG | 0.16 | | RTOG | 0.30 | | |
| RTOR | 0.17 | | RTOR | 0.08 | | RTOR | 0.03 | | RTOR | 0.18 | | |
| RTC | 0.27 | | RTC | 0.28 | | RTC | 0.18 | | RTC | 0.43 | | |
| Addl ICU | -0.18 | | Addl ICU | -0.24 | | Addl ICU | -0.04 | | Addl ICU | -0.37 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 254 | 502 | 193 | 171 | 2176 | 72 | 111 | 141 | 471 | 465 | 632 | 224 | Volume |
| 0.07 | 0.10 | 0.00 | 0.05 | 0.43 | 0.04 | 0.03 | 0.03 | 0.00 | 0.14 | 0.12 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.07 | V/C | | 0.43 | V/C | | 0.03 | V/C | | 0.14 | 0.666 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.45 | RTOG | | 0.43 | RTOG | | 0.03 | RTOG | | 0.13 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.04 | RTOR | | 0.07 | RTOR | | 0.40 | |
| RTC | | 0.55 | RTC | | 0.46 | RTC | | 0.08 | RTC | | 0.43 | |
| Addl ICU | | -0.55 | Addl ICU | | -0.41 | Addl ICU | | -0.08 | Addl ICU | | -0.30 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.72 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 1 | 4 | 1 | 1.5 | 0.5 | 2 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 1700 | 6800 | 1700 | 3327 | 73 | 3400 | 1700 | 618 | 1082 | Total Saturation |
| 168 | 907 | 8 | 6 | 3295 | 345 | 272 | 6 | 525 | 9 | 4 | 7 | Volume |
| 0.05 | 0.18 | 0.00 | 0.00 | 0.48 | 0.20 | 0.08 | 0.08 | 0.15 | 0.01 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.48 | | V/C | 0.08 | | V/C | 0.01 | | 0.622 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.53 | | RTOG | 0.48 | | RTOG | 0.08 | | RTOG | 0.01 | | Right Turn Adjustment |
| RTOR | 0.01 | | RTOR | 0.08 | | RTOR | 0.05 | | RTOR | 0.36 | | |
| RTC | 0.54 | | RTC | 0.55 | | RTC | 0.12 | | RTC | 0.27 | | |
| Addl ICU | -0.53 | | Addl ICU | -0.34 | | Addl ICU | 0.03 | | Addl ICU | -0.27 | | |
| | 0.00 | | | 0.00 | | | 0.03 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.71 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #304 Sand Canyon Ave (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 1700 | 3400 | 5100 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | Total Saturation |
| 0 | 994 | 148 | 171 | 3641 | 0 | 0 | 0 | 0 | 212 | 0 | 67 | Volume |
| 0.00 | 0.19 | 0.09 | 0.05 | 0.71 | 0.00 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.71 | V/C | | 0.00 | V/C | | 0.06 | 0.776 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.66 | RTOG | | 0.71 | RTOG | | -0.06 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.06 | RTOR | | 0.00 | RTOR | | 0.52 | |
| RTC | | 0.71 | RTC | | 0.76 | RTC | | -0.06 | RTC | | 0.45 | |
| Addl ICU | | -0.62 | Addl ICU | | -0.76 | Addl ICU | | 0.06 | Addl ICU | | -0.41 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.83 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|------|-----------------------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 821 | 171 | 856 | 3004 | 0 | 384 | 3 | 1117 | 0 | 0 | 0 | Volume |
| 0.00 | 0.12 | 0.10 | 0.25 | 0.44 | 0.00 | 0.09 | 0.00 | 0.44 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | N/A | | Initial ICU |
| V/C | 0.00 | | V/C | 0.44 | | V/C | 0.09 | | V/C | 0.00 | | 0.532 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.19 | | RTOG | 0.44 | | RTOG | 0.09 | | RTOG | -0.09 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.09 | | RTOR | 0.00 | | RTOR | 0.32 | | |
| RTC | 0.26 | | RTC | 0.51 | | RTC | 0.09 | | RTC | 0.15 | | |
| Addl ICU | -0.16 | | Addl ICU | -0.51 | | Addl ICU | 0.35 | | Addl ICU | -0.15 | | |
| | 0.00 | | | 0.00 | | | 0.35 | | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | | 0.93 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4688 | 412 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 26 | 865 | 76 | 87 | 3462 | 121 | 19 | 2 | 21 | 72 | 8 | 64 | Volume |
| 0.02 | 0.18 | 0.18 | 0.05 | 0.68 | 0.07 | 0.01 | 0.00 | 0.01 | 0.04 | 0.00 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.02 | | V/C | 0.68 | | V/C | 0.00 | | V/C | 0.04 | | 0.738 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.64 | | RTOG | 0.68 | | RTOG | 0.00 | | RTOG | 0.03 | | Right Turn Adjustment |
| RTOR | 0.04 | | RTOR | 0.04 | | RTOR | 0.02 | | RTOR | 0.51 | | |
| RTC | 0.67 | | RTC | 0.71 | | RTC | 0.01 | | RTC | 0.41 | | |
| Addl ICU | -0.49 | | Addl ICU | -0.64 | | Addl ICU | 0.00 | | Addl ICU | -0.38 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.79 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 2550 | 2550 | Total Saturation |
| 76 | 578 | 140 | 1419 | 1794 | 274 | 86 | 131 | 103 | 71 | 165 | 284 | Volume |
| 0.04 | 0.11 | 0.08 | 0.42 | 0.35 | 0.16 | 0.03 | 0.08 | 0.06 | 0.02 | 0.06 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.11 | | V/C | 0.42 | | V/C | 0.03 | | V/C | 0.06 | | 0.621 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.11 | | RTOG | 0.49 | | RTOG | 0.07 | | RTOG | 0.06 | | Right Turn Adjustment |
| RTOR | 0.01 | | RTOR | 0.03 | | RTOR | 0.18 | | RTOR | 0.42 | | |
| RTC | 0.12 | | RTC | 0.50 | | RTC | 0.20 | | RTC | 0.38 | | |
| Addl ICU | -0.04 | | Addl ICU | -0.34 | | Addl ICU | -0.14 | | Addl ICU | -0.27 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.67 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 232 | 0 | 313 | 0 | 1396 | 339 | 217 | 1521 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.09 | 0.00 | 0.21 | 0.20 | 0.13 | 0.30 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.14 | V/C | | 0.21 | V/C | | 0.13 | 0.469 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.14 | RTOG | | 0.14 | RTOG | | 0.21 | RTOG | | 0.33 | Right Turn Adjustment |
| RTOR | | 0.13 | RTOR | | 0.03 | RTOR | | 0.14 | RTOR | | 0.14 | |
| RTC | | -0.04 | RTC | | 0.16 | RTC | | 0.31 | RTC | | 0.44 | |
| Addl ICU | | 0.04 | Addl ICU | | -0.07 | Addl ICU | | -0.11 | Addl ICU | | -0.44 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.52 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4692 | 408 | Total Saturation |
| 95 | 0 | 219 | 0 | 0 | 0 | 0 | 1470 | 216 | 0 | 1657 | 144 | Volume |
| 0.06 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.43 | 0.00 | 0.00 | 0.35 | 0.35 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.35 | 0.409 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.06 | RTOG | | -0.06 | RTOG | | 0.35 | RTOG | | 0.35 | Right Turn Adjustment |
| RTOR | | -0.08 | RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.06 | |
| RTC | | 0.00 | RTC | | -0.06 | RTC | | 0.40 | RTC | | 0.40 | |
| Addl ICU | | 0.13 | Addl ICU | | 0.06 | Addl ICU | | -0.40 | Addl ICU | | -0.04 | |
| | | 0.13 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.59 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 206 | 381 | 94 | 265 | 1528 | 591 | 523 | 1115 | 724 | 262 | 902 | 188 | Volume |
| 0.06 | 0.07 | 0.00 | 0.08 | 0.30 | 0.00 | 0.15 | 0.22 | 0.43 | 0.08 | 0.18 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.06 | V/C | | 0.30 | V/C | | 0.15 | V/C | | 0.18 | 0.691 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.28 | RTOG | | 0.30 | RTOG | | 0.25 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.15 | RTOR | | 0.06 | RTOR | | 0.29 | |
| RTC | | 0.37 | RTC | | 0.41 | RTC | | 0.30 | RTC | | 0.39 | |
| Addl ICU | | -0.37 | Addl ICU | | -0.41 | Addl ICU | | 0.13 | Addl ICU | | -0.28 | |
| | | 0.00 | | | 0.00 | | | 0.13 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.87 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5039 | 61 | 1700 | 537 | 1163 | 1700 | 1700 | 1700 | Total Saturation |
| 71 | 1100 | 71 | 67 | 2242 | 27 | 2 | 6 | 13 | 208 | 36 | 144 | Volume |
| 0.04 | 0.22 | 0.00 | 0.04 | 0.44 | 0.44 | 0.00 | 0.01 | 0.01 | 0.12 | 0.02 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.44 | V/C | | 0.01 | V/C | | 0.12 | 0.620 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.45 | RTOG | | 0.44 | RTOG | | 0.01 | RTOG | | 0.13 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.11 | RTOR | | 0.04 | RTOR | | 0.27 | |
| RTC | | 0.54 | RTC | | 0.53 | RTC | | 0.04 | RTC | | 0.34 | |
| Addl ICU | | -0.54 | Addl ICU | | -0.08 | Addl ICU | | -0.03 | Addl ICU | | -0.25 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 4919 | 181 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 147 | 1008 | 209 | 118 | 2124 | 78 | 11 | 12 | 28 | 388 | 41 | 96 | Volume |
| 0.09 | 0.20 | 0.00 | 0.03 | 0.43 | 0.43 | 0.01 | 0.01 | 0.00 | 0.11 | 0.02 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.09 | V/C | | 0.43 | V/C | | 0.01 | V/C | | 0.11 | 0.639 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.48 | RTOG | | 0.43 | RTOG | | 0.01 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.10 | RTOR | | 0.09 | RTOR | | 0.32 | |
| RTC | | 0.57 | RTC | | 0.50 | RTC | | 0.07 | RTC | | 0.36 | |
| Addl ICU | | -0.57 | Addl ICU | | -0.07 | Addl ICU | | -0.07 | Addl ICU | | -0.30 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.69 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2832 | 568 | Total Saturation |
| 6 | 940 | 144 | 80 | 1474 | 893 | 387 | 146 | 12 | 316 | 419 | 84 | Volume |
| 0.00 | 0.18 | 0.00 | 0.02 | 0.29 | 0.00 | 0.11 | 0.04 | 0.01 | 0.09 | 0.15 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.29 | | V/C | 0.11 | | V/C | 0.15 | | 0.554 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.27 | | RTOG | 0.29 | | RTOG | 0.17 | | RTOG | 0.15 | | Right Turn Adjustment |
| RTOR | 0.22 | | RTOR | 0.11 | | RTOR | 0.00 | | RTOR | 0.11 | | |
| RTC | 0.43 | | RTC | 0.37 | | RTC | 0.17 | | RTC | 0.23 | | |
| Addl ICU | -0.43 | | Addl ICU | -0.37 | | Addl ICU | -0.16 | | Addl ICU | -0.08 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.60 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 2550 | 0 | 2550 | Total Saturation |
| 0 | 3110 | 515 | 0 | 877 | 0 | 0 | 0 | 0 | 174 | 0 | 691 | Volume |
| 0.00 | 0.61 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.27 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.61 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.07 | 0.678 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.61 | RTOG | | 0.61 | RTOG | | -0.07 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.07 | RTOR | | 0.44 | RTOR | | 0.00 | |
| RTC | | 0.66 | RTC | | 0.66 | RTC | | 0.26 | RTC | | 0.07 | |
| Addl ICU | | -0.66 | Addl ICU | | -0.66 | Addl ICU | | -0.26 | Addl ICU | | 0.20 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.20 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.93 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 933 | 0 | 0 | 804 | 299 | 2714 | 0 | 670 | 0 | 0 | 0 | Volume |
| 0.00 | 0.18 | 0.00 | 0.00 | 0.16 | 0.00 | 0.53 | 0.00 | 0.39 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.53 | V/C | | 0.00 | 0.715 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.18 | RTOG | | 0.53 | RTOG | | -0.53 | Right Turn Adjustment |
| RTOR | | 0.53 | RTOR | | 0.53 | RTOR | | 0.03 | RTOR | | 0.00 | |
| RTC | | 0.58 | RTC | | 0.58 | RTC | | 0.55 | RTC | | -0.53 | |
| Addl ICU | | -0.58 | Addl ICU | | -0.58 | Addl ICU | | -0.16 | Addl ICU | | 0.53 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.77 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 538 | 1162 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 188 | 19 | 41 | 134 | 64 | 37 | 22 | 412 | 87 | 170 | 1043 | 23 | Volume |
| 0.11 | 0.04 | 0.04 | 0.08 | 0.04 | 0.02 | 0.01 | 0.12 | 0.05 | 0.10 | 0.31 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.11 | | V/C | 0.04 | | V/C | 0.01 | | V/C | 0.31 | | 0.468 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.07 | | RTOG | 0.04 | | RTOG | 0.22 | | RTOG | 0.31 | | Right Turn Adjustment |
| RTOR | 0.20 | | RTOR | 0.01 | | RTOR | 0.11 | | RTOR | 0.11 | | |
| RTC | 0.22 | | RTC | 0.05 | | RTC | 0.30 | | RTC | 0.39 | | |
| Addl ICU | -0.18 | | Addl ICU | -0.03 | | Addl ICU | -0.25 | | Addl ICU | -0.38 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.52 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 272 | 1428 | 850 | 385 | 1315 | Total Saturation |
| 28 | 79 | 2 | 83 | 301 | 231 | 30 | 8 | 42 | 1 | 29 | 99 | Volume |
| 0.03 | 0.05 | 0.00 | 0.10 | 0.18 | 0.27 | 0.04 | 0.03 | 0.03 | 0.00 | 0.08 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.03 | | V/C | 0.18 | | V/C | 0.04 | | V/C | 0.08 | | 0.321 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.11 | | RTOG | 0.18 | | RTOG | 0.11 | | RTOG | 0.08 | | |
| RTOR | 0.08 | | RTOR | 0.04 | | RTOR | 0.03 | | RTOR | 0.16 | | |
| RTC | 0.17 | | RTC | 0.20 | | RTC | 0.13 | | RTC | 0.20 | | |
| Addl ICU | -0.17 | | Addl ICU | 0.07 | | Addl ICU | -0.10 | | Addl ICU | -0.12 | | Right Turn Adjustment |
| | 0.00 | | | 0.07 | | | 0.00 | | | 0.00 | | 0.07 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.44 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 160 | 34 | 44 | 155 | 289 | 552 | 129 | 1356 | 286 | 74 | 1306 | 33 | Volume |
| 0.05 | 0.01 | 0.03 | 0.09 | 0.09 | 0.00 | 0.04 | 0.27 | 0.17 | 0.02 | 0.38 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.09 | | V/C | 0.04 | | V/C | 0.38 | | 0.554 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | 0.09 | | RTOG | 0.40 | | RTOG | 0.38 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.04 | | RTOR | 0.05 | | RTOR | 0.12 | | |
| RTC | 0.16 | | RTC | 0.11 | | RTC | 0.44 | | RTC | 0.48 | | |
| Addl ICU | -0.13 | | Addl ICU | -0.11 | | Addl ICU | -0.27 | | Addl ICU | -0.46 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.60 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1515 | 185 | 1700 | 1700 | 1700 | 3400 | 2949 | 451 | 1700 | 3218 | 182 | Total Saturation |
| 76 | 41 | 5 | 50 | 68 | 819 | 314 | 327 | 50 | 4 | 459 | 26 | Volume |
| 0.04 | 0.03 | 0.03 | 0.03 | 0.04 | 0.48 | 0.09 | 0.11 | 0.11 | 0.00 | 0.14 | 0.14 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.04 | V/C | | 0.09 | V/C | | 0.14 | 0.320 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.06 | RTOG | | 0.04 | RTOG | | 0.23 | RTOG | | 0.14 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.09 | RTOR | | 0.04 | RTOR | | 0.06 | |
| RTC | | 0.15 | RTC | | 0.11 | RTC | | 0.27 | RTC | | 0.19 | |
| Addl ICU | | -0.12 | Addl ICU | | 0.37 | Addl ICU | | -0.16 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.37 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.74 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1700 | 1700 | Total Saturation |
| 0 | 0 | 0 | 156 | 0 | 71 | 43 | 226 | 0 | 0 | 166 | 70 | Volume |
| 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.04 | 0.03 | 0.13 | 0.00 | 0.00 | 0.10 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.09 | V/C | | 0.13 | V/C | | 0.00 | 0.225 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.09 | RTOG | | 0.09 | RTOG | | 0.13 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.09 | RTOR | | 0.09 | |
| RTC | | -0.09 | RTC | | 0.12 | RTC | | 0.20 | RTC | | 0.18 | |
| Addl ICU | | 0.09 | Addl ICU | | -0.08 | Addl ICU | | -0.20 | Addl ICU | | -0.14 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 161 | 0 | 14 | 0 | 0 | 0 | 0 | 1907 | 215 | 7 | 1373 | 0 | Volume |
| 0.09 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.13 | 0.00 | 0.40 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.09 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.40 | | 0.499 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.09 | | RTOG | -0.09 | | RTOG | 0.40 | | RTOG | 0.40 | | Right Turn Adjustment |
| RTOR | 0.03 | | RTOR | 0.00 | | RTOR | 0.09 | | RTOR | 0.09 | | |
| RTC | 0.12 | | RTC | -0.09 | | RTC | 0.47 | | RTC | 0.47 | | |
| Addl ICU | -0.11 | | Addl ICU | 0.09 | | Addl ICU | -0.34 | | Addl ICU | -0.47 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | |
| | | | | | | | | | | | 0.55 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 309 | 1391 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 391 | 10 | 45 | 36 | 88 | 321 | 10 | 454 | 117 | 22 | 709 | 0 | Volume |
| 0.12 | 0.03 | 0.03 | 0.02 | 0.05 | 0.19 | 0.01 | 0.13 | 0.07 | 0.01 | 0.21 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.12 | | V/C | 0.05 | | V/C | 0.01 | | V/C | 0.21 | | 0.381 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.15 | | RTOG | 0.05 | | RTOG | 0.20 | | RTOG | 0.21 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.01 | | RTOR | 0.12 | | RTOR | 0.13 | | |
| RTC | 0.21 | | RTC | 0.06 | | RTC | 0.29 | | RTC | 0.31 | | |
| Addl ICU | -0.17 | | Addl ICU | 0.13 | | Addl ICU | -0.22 | | Addl ICU | -0.31 | | |
| | 0.00 | | | 0.13 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.56 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 41 | 48 | 117 | 351 | 84 | 123 | 62 | 1494 | 44 | 99 | 1251 | 168 | Volume |
| 0.02 | 0.03 | 0.07 | 0.10 | 0.05 | 0.07 | 0.04 | 0.29 | 0.03 | 0.06 | 0.25 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.10 | V/C | | 0.29 | V/C | | 0.06 | 0.483 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.11 | RTOG | | 0.29 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.11 | RTOR | | 0.08 | RTOR | | 0.10 | |
| RTC | | 0.07 | RTC | | 0.19 | RTC | | 0.35 | RTC | | 0.39 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.11 | Addl ICU | | -0.33 | Addl ICU | | -0.29 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.53 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2419 | 981 | 1700 | 3281 | 119 | 1700 | 394 | 1306 | 1700 | 1308 | 392 | Total Saturation |
| 10 | 74 | 30 | 2 | 385 | 14 | 11 | 19 | 63 | 164 | 10 | 3 | Volume |
| 0.01 | 0.03 | 0.03 | 0.00 | 0.12 | 0.12 | 0.01 | 0.05 | 0.05 | 0.10 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.12 | V/C | | 0.05 | V/C | | 0.10 | 0.268 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.12 | RTOG | | 0.05 | RTOG | | 0.14 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.14 | RTOR | | 0.01 | RTOR | | 0.09 | |
| RTC | | 0.19 | RTC | | 0.22 | RTC | | 0.05 | RTC | | 0.21 | |
| Addl ICU | | -0.16 | Addl ICU | | -0.10 | Addl ICU | | 0.00 | Addl ICU | | -0.20 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.32 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1623 | 77 | 850 | 1645 | 55 | Total Saturation |
| 29 | 107 | 56 | 1 | 597 | 54 | 9 | 42 | 2 | 200 | 90 | 3 | Volume |
| 0.03 | 0.06 | 0.07 | 0.00 | 0.35 | 0.06 | 0.01 | 0.03 | 0.03 | 0.24 | 0.05 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.35 | | V/C | 0.03 | | V/C | 0.24 | | 0.646 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.38 | | RTOG | 0.35 | | RTOG | 0.03 | | RTOG | 0.25 | | Right Turn Adjustment |
| RTOR | 0.24 | | RTOR | 0.21 | | RTOR | 0.03 | | RTOR | 0.32 | | |
| RTC | 0.56 | | RTC | 0.51 | | RTC | 0.05 | | RTC | 0.49 | | |
| Addl ICU | -0.49 | | Addl ICU | -0.44 | | Addl ICU | -0.03 | | Addl ICU | -0.44 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1200 | 500 | 15 | 1685 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 | Total Saturation |
| 0 | 72 | 30 | 1 | 112 | 0 | 0 | 0 | 0 | 122 | 0 | 1 | Volume |
| 0.00 | 0.06 | 0.06 | 0.07 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | N/A | | Direction | WBL | | Initial ICU |
| V/C | 0.00 | | V/C | 0.07 | | V/C | 0.00 | | V/C | 0.07 | | 0.138 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.00 | | RTOG | 0.07 | | RTOG | -0.07 | | RTOG | 0.07 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.07 | | RTOR | 0.00 | | RTOR | 0.01 | | |
| RTC | 0.05 | | RTC | 0.12 | | RTC | -0.07 | | RTC | 0.08 | | |
| Addl ICU | 0.01 | | Addl ICU | -0.12 | | Addl ICU | 0.07 | | Addl ICU | -0.08 | | |
| | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.19 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1632 | 68 | 0 | 1691 | 9 | 0 | 1689 | 11 | 850 | 1700 | 0 | Total Saturation |
| 0 | 24 | 1 | 0 | 188 | 1 | 0 | 147 | 1 | 8 | 331 | 0 | Volume |
| 0.00 | 0.01 | 0.01 | 0.00 | 0.11 | 0.11 | 0.00 | 0.09 | 0.09 | 0.01 | 0.19 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.11 | V/C | | 0.00 | V/C | | 0.19 | 0.306 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.11 | RTOG | | 0.19 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.10 | |
| RTC | | 0.19 | RTC | | 0.11 | RTC | | 0.19 | RTC | | 0.27 | |
| Addl ICU | | -0.18 | Addl ICU | | 0.00 | Addl ICU | | -0.10 | Addl ICU | | -0.27 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.36 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 73 | 0 | 92 | 0 | 0 | 0 | 0 | 1454 | 76 | 78 | 1194 | 0 | Volume |
| 0.04 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 | 0.04 | 0.05 | 0.35 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.04 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.35 | | 0.394 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | -0.04 | | RTOG | 0.31 | | RTOG | 0.35 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.00 | | RTOR | 0.04 | | RTOR | 0.04 | | |
| RTC | 0.09 | | RTC | -0.04 | | RTC | 0.34 | | RTC | 0.38 | | |
| Addl ICU | -0.04 | | Addl ICU | 0.04 | | Addl ICU | -0.29 | | Addl ICU | -0.38 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | |
| | | | | | | | | | | | 0.44 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 18 | 0 | 0 | 129 | 56 | 10 | 0 | 1 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.08 | 0.03 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | N/A | | Initial ICU |
| V/C | 0.00 | | V/C | 0.08 | | V/C | 0.01 | | V/C | 0.00 | | 0.082 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.08 | | RTOG | 0.08 | | RTOG | 0.01 | | RTOG | -0.01 | | Right Turn Adjustment |
| RTOR | 0.01 | | RTOR | 0.01 | | RTOR | 0.00 | | RTOR | 0.07 | | |
| RTC | 0.08 | | RTC | 0.08 | | RTC | 0.01 | | RTC | 0.04 | | |
| Addl ICU | -0.08 | | Addl ICU | -0.05 | | Addl ICU | -0.01 | | Addl ICU | -0.04 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.13 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 850 | 171 | 1529 | 0 | 0 | 1638 | 62 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 96 | 15 | 134 | 0 | 0 | 184 | 7 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.11 | 0.09 | 0.09 | 0.00 | 0.00 | 0.11 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.00 | | V/C | 0.09 | | V/C | 0.11 | | 0.200 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.00 | | RTOG | 0.00 | | RTOG | 0.20 | | RTOG | 0.11 | | Right Turn Adjustment |
| RTOR | 0.11 | | RTOR | 0.09 | | RTOR | 0.00 | | RTOR | 0.00 | | |
| RTC | 0.08 | | RTC | 0.07 | | RTC | 0.20 | | RTC | 0.11 | | |
| Addl ICU | -0.08 | | Addl ICU | 0.05 | | Addl ICU | -0.20 | | Addl ICU | 0.00 | | |
| | 0.00 | | | 0.05 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.30 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 80 | 20 | 190 | 192 | 68 | 81 | 24 | 1907 | 81 | 118 | 1373 | 28 | Volume |
| 0.05 | 0.01 | 0.11 | 0.11 | 0.04 | 0.05 | 0.01 | 0.37 | 0.05 | 0.07 | 0.27 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.01 | | V/C | 0.11 | | V/C | 0.37 | | V/C | 0.07 | | 0.568 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.01 | | RTOG | 0.08 | | RTOG | 0.37 | | RTOG | 0.43 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.17 | | RTOR | 0.08 | | RTOR | 0.11 | | |
| RTC | 0.06 | | RTC | 0.21 | | RTC | 0.44 | | RTC | 0.51 | | |
| Addl ICU | 0.05 | | Addl ICU | -0.16 | | Addl ICU | -0.39 | | Addl ICU | -0.50 | | |
| | 0.05 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.67 |

Right Turn Capacity Utilization Adjustment Calculation

| | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | |
| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
| Scenario: Year 2017 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1.0 | 1.0 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 154 | 7 | 14 | 157 | 22 | 66 | 29 | 2224 | 468 | 30 | 1543 | 62 | Volume |
| 0.09 | 0.00 | 0.01 | 0.09 | 0.01 | 0.04 | 0.02 | 0.65 | 0.28 | 0.02 | 0.45 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.09 | | V/C | 0.01 | | V/C | 0.65 | | V/C | 0.02 | | 0.775 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.01 | | RTOG | 0.01 | | RTOG | 0.65 | | RTOG | 0.65 | | Right Turn Adjustment |
| RTOR | 0.02 | | RTOR | 0.22 | | RTOR | 0.09 | | RTOR | 0.10 | | |
| RTC | 0.02 | | RTC | 0.18 | | RTC | 0.72 | | RTC | 0.73 | | |
| Addl ICU | -0.02 | | Addl ICU | -0.14 | | Addl ICU | -0.45 | | Addl ICU | -0.69 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2017 – WITH PROJECT
2012 MODIFIED PROJECT OPTION 2
PM PEAK HOUR**

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Impact Analysis Report
 Level Of Service

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|------|-------------|---------|--------|-------------|---------|--------------|
| | LOS | Del/ Veh | V/ C | LOS | Del/ Veh | V/ C | |
| # 1 "B" St & Driveway 1 | A | 8.7 | 0.009 | A | 8.7 | 0.009 | + 0.000 D/V |
| # 2 "B" St & Driveway 2 | A | 8.6 | 0.016 | A | 8.6 | 0.016 | + 0.000 D/V |
| # 3 Driveway 3 & "LQ" St | A | 8.6 | 0.018 | A | 8.6 | 0.018 | + 0.000 D/V |
| # 4 Driveway 4 & "LQ" St | A | 8.8 | 0.010 | A | 8.8 | 0.010 | + 0.000 D/V |
| # 5 "LQ" St & Driveway 5 | A | 8.5 | 0.034 | A | 8.5 | 0.034 | + 0.000 D/V |
| # 6 "LQ" St & Driveway 6 | A | 9.0 | 0.083 | A | 9.0 | 0.083 | + 0.000 D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 D/V |
| #282 Jeffrey Rd & Portola Pkwy | B | xxxxx | 0.637 | B | xxxxx | 0.637 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | B | xxxxx | 0.670 | B | xxxxx | 0.670 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | B | xxxxx | 0.633 | B | xxxxx | 0.633 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | C | xxxxx | 0.735 | C | xxxxx | 0.735 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxx | 0.481 | A | xxxxx | 0.481 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | B | xxxxx | 0.604 | B | xxxxx | 0.604 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | C | xxxxx | 0.718 | C | xxxxx | 0.718 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | B | 19.1 | 0.706 | B | 19.1 | 0.706 | + 0.000 D/V |
| #304 Sand Canyon Ave & Marine Wy | E | xxxxx | 0.924 | E | xxxxx | 0.924 | + 0.000 V/C |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 18.2 | 0.788 | B | 18.2 | 0.788 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxx | 1.123 | F | xxxxx | 1.123 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 10.8 | 0.471 | B | 10.8 | 0.471 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 16.0 | 0.716 | B | 16.0 | 0.716 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | D | xxxxx | 0.827 | D | xxxxx | 0.827 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | A | xxxxx | 0.595 | A | xxxxx | 0.595 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | B | xxxxx | 0.603 | B | xxxxx | 0.603 | + 0.000 V/C |

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| Intersection | Base | | Future | | Change in | |
|-------------------------------------|-------------|--------------|-------------|--------------|--------------|-----|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | | |
| #341 Alton Pkwy & Barranca Pkwy | C | xxxxxx 0.705 | C | xxxxxx 0.705 | + 0.000 | V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | A | 5.8 0.661 | A | 5.8 0.661 | + 0.000 | D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 22.1 0.831 | C | 22.1 0.831 | + 0.000 | D/V |
| #444 Sand Canyon Ave & Burt Rd | D | xxxxxx 0.840 | D | xxxxxx 0.840 | + 0.000 | V/C |
| #556 Ridge Valley & Portola Pkwy | B | xxxxxx 0.678 | B | xxxxxx 0.678 | + 0.000 | V/C |
| #557 "O" St & "C" St | A | 4.8 0.381 | A | 4.8 0.381 | + 0.000 | V/C |
| #558 "O" St & Irvine Blvd | D | xxxxxx 0.804 | D | xxxxxx 0.804 | + 0.000 | V/C |
| #559 "O" St & Trabuco Rd | A | xxxxxx 0.586 | A | xxxxxx 0.586 | + 0.000 | V/C |
| #560 "O" St & Marine Wy | A | xxxxxx 0.500 | A | xxxxxx 0.500 | + 0.000 | V/C |
| #563 "B" St & Irvine Blvd | C | xxxxxx 0.744 | C | xxxxxx 0.744 | + 0.000 | V/C |
| #571 Portola Springs & Portola Pkwy | A | xxxxxx 0.545 | A | xxxxxx 0.545 | + 0.000 | V/C |
| #572 Modjeska/"A" St & Irvine Blvd | A | xxxxxx 0.585 | A | xxxxxx 0.585 | + 0.000 | V/C |
| #603 "O" St & "LN" St | C | 16.7 0.154 | C | 16.7 0.154 | + 0.000 | D/V |
| #605 "O" St & "LQ" St | A | 2.5 0.241 | A | 2.5 0.241 | + 0.000 | V/C |
| #608 "O" St & "LV" St | A | xxxxxx 0.361 | A | xxxxxx 0.361 | + 0.000 | V/C |
| #626 "LY" St & "LQ" St | A | 4.2 0.278 | A | 4.2 0.278 | + 0.000 | V/C |
| #627 "LY" St & Irvine Blvd | B | xxxxxx 0.683 | B | xxxxxx 0.683 | + 0.000 | V/C |
| #631 "LY" St & Trabuco Rd | A | 9.9 0.018 | A | 9.9 0.018 | + 0.000 | D/V |
| #782 "A" St & "LQ" St | A | 3.7 0.233 | A | 3.7 0.233 | + 0.000 | V/C |
| #790 "Z" St & Irvine Blvd | B | xxxxxx 0.635 | B | xxxxxx 0.635 | + 0.000 | V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D | xxxxxx 0.893 | D | xxxxxx 0.893 | + 0.000 | V/C |

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Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #603 "O" St & "LN" St | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |

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Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|----|---|--------------|---|---|------------|---|---|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 81 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 8.7 | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=9]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=138]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 81 | | 0 | 0 | | 48 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 9 |
| Major Street Volume: | | | | | 129 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 9 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 766 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

 Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|----|---|--------------|----|----|------------|---|---|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 72 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 8.6 | | | | | |

 Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=9]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=129]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|----|---|----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 72 | | 0 | 24 | | 24 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 9 |
| Major Street Volume: | | | | | 120 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 9 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1015 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|---|----|--------------|---|---|---|----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | | 8 | 16 | 0 | | | 0 | 54 | 8 | | |
| ApproachDel: | xxxxxx | | | | 8.6 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=18]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=104]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|----|--------------|----|---|---|--------------|----|---|---|
| Movement: | L | T | R | | L | T | R | | L | T | R | | L | T | R | |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 8 | 16 | 0 | 0 | 0 | 54 | 8 | |
| Major Street Volume: | 86 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 18 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1130 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|---|---|--------------|----|---|---|
| Movement: | L | T | R | | L | T | R | | L | T | R | | L | T | R | |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 16 | 0 | 0 | 0 | 0 | 53 | 8 | |
| ApproachDel: | xxxxxx | | | | 8.8 | | | | xxxxxx | | | | xxxxxx | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=18]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=95]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|---|---|--------------|----|---|---|
| Movement: | L | T | R | | L | T | R | | L | T | R | | L | T | R | |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 9 | 16 | 0 | 0 | 0 | 0 | 53 | 8 | 8 |
| Major Street Volume: | 77 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 18 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1168 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

 Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|---|---|--------------|----|---|------------|---|----|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 9 | 0 | 0 | 25 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 8.5 | | | xxxxxx | | | | | | | |

 Approach[eastbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=36]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=70]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|---|---|--------------|---|---|----|------------|---|---|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 9 | | 0 | 0 | | 25 | | 0 | 0 | | 0 | | 36 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 34 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 36 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1121 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|---|---|--------------|----|----|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 9 | 0 | 0 | 16 | 40 | 81 | 0 | 9 | 0 | 0 | 0 | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.0 | | | xxxxxx | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=90]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=155]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|---|---|--------------|---|---|----|------------|----|----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 9 | | 0 | 0 | | 16 | | 40 | 81 | | 0 | | 9 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 65 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 90 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1550 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|----|---|--------------|----|----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 90 | 0 | 0 | 56 | 56 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|----|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 90 | | 0 | 0 | | 56 | | 56 | 0 | | 0 | | 0 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 202 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 0 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 836 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes (1-0-1-1-0), Final Volume (41, 278, 138, 4, 294, 26, 9, 13, 35, 55, 16, 2), and Approach Del (xxxxxx, 12.2, 16.7).

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=57]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=911]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=73]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=911]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|-----|--------------|-----|----|------------|----|----|------------|----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 41 | 278 | 138 | 4 | 294 | 26 | 9 | 13 | 35 | 55 | 16 | 2 | | | | | | |
| Major Street Volume: | | | | | | | 781 | | | | | | | | | | | |
| Minor Approach Volume: | | | | | | | 73 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | 480 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|----|------------|---|---|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 137 | 0 | 0 | 115 | 19 | 13 | 0 | 1 | 0 | 0 | 0 | | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.9 | | | xxxxxx | | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=14]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=285]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 137 | 0 | 0 | 0 | 0 | 115 | 19 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | | |
| Major Street Volume: | | | | | 271 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 14 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 936 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[8.7]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 1 0 0).

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 rows for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for gap components (Critical Gp, FollowUpTim) and 4 rows for North, South, East, West bounds.

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 rows for North, South, East, West bounds.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 rows for North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: A[8.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of volume-related metrics.

Critical Gap Module table with 12 columns and 2 rows showing critical gap and follow-up time values.

Capacity Module table with 12 columns and 4 rows showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns and 8 rows showing delay, LOS, and shared queue metrics.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[8.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different volume metrics and 4 columns for North, South, East, and West bounds.

Critical Gap Module: Table with 12 columns for critical gap and follow-up time metrics across four directions.

Capacity Module: Table with 12 columns for capacity-related metrics across four directions.

Level of Service Module: Table with 12 columns for LOS metrics across four directions.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: A[8.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns for volume components and 4 columns for bound types.

Critical Gap Module table with 12 columns for gap components and 4 columns for bound types.

Capacity Module table with 12 columns for capacity components and 4 columns for bound types.

Level of Service Module table with 12 columns for LOS components and 4 columns for bound types.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: A[8.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time values.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing level of service metrics like 2Way95thQ, Control Del, LOS by Move, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: A[9.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 1 0 0, etc.)

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 rows for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for gap components (Critical Gp, FollowUpTim) and 4 rows for North, South, East, West bounds.

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 rows for North, South, East, West bounds.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 rows for North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 1 0 0, etc.)

Volume Module: Table with 12 columns for volume adjustments (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 rows for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for gap values and 2 rows for Critical Gap and FollowUpTime.

Capacity Module: Table with 12 columns for capacity values and 4 rows for Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns for LOS values and 7 rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 582 | 53 | 136 | 146 | 60 | 21 | 98 | 988 | 276 | 305 | 462 | 35 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 582 | 53 | 136 | 146 | 60 | 21 | 98 | 988 | 276 | 305 | 462 | 35 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 582 | 53 | 0 | 146 | 60 | 21 | 98 | 988 | 276 | 305 | 462 | 35 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 582 | 53 | 0 | 146 | 60 | 21 | 98 | 988 | 276 | 305 | 462 | 35 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 582 | 53 | 0 | 146 | 60 | 21 | 98 | 988 | 276 | 305 | 462 | 35 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.17 | 0.03 | 0.00 | 0.09 | 0.04 | 0.01 | 0.06 | 0.29 | 0.16 | 0.09 | 0.14 | 0.02 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.670 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 34 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 330 | 583 | 418 | 165 | 317 | 86 | 64 | 1323 | 251 | 297 | 1501 | 260 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 330 | 583 | 418 | 165 | 317 | 86 | 64 | 1323 | 251 | 297 | 1501 | 260 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 330 | 583 | 0 | 165 | 317 | 86 | 64 | 1323 | 251 | 297 | 1501 | 260 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 330 | 583 | 0 | 165 | 317 | 86 | 64 | 1323 | 251 | 297 | 1501 | 260 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 330 | 583 | 0 | 165 | 317 | 86 | 64 | 1323 | 251 | 297 | 1501 | 260 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.52 | 0.48 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4287 | 813 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.11 | 0.00 | 0.05 | 0.06 | 0.05 | 0.02 | 0.31 | 0.31 | 0.09 | 0.44 | 0.15 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | | | | | |
| Rights: | Include | | | Include | | | WideBypass | | | WideBypass | | | | | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 310 | 1029 | 424 | 70 | 617 | 198 | 184 | 237 | 207 | 124 | 204 | 83 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 310 | 1029 | 424 | 70 | 617 | 198 | 184 | 237 | 207 | 124 | 204 | 83 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 310 | 1029 | 424 | 70 | 617 | 198 | 184 | 237 | 207 | 124 | 204 | 83 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 310 | 1029 | 424 | 70 | 617 | 198 | 184 | 237 | 207 | 124 | 204 | 83 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 310 | 1029 | 424 | 70 | 617 | 198 | 184 | 237 | 207 | 124 | 204 | 83 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.12 | 0.88 | 2.00 | 3.00 | 1.00 | 1.00 | 1.07 | 0.93 | 2.00 | 0.71 | 0.29 |
| Final Sat.: | 3400 | 3612 | 1488 | 3400 | 5100 | 1700 | 1700 | 1815 | 1585 | 3400 | 1208 | 492 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.28 | 0.28 | 0.02 | 0.12 | 0.12 | 0.11 | 0.13 | 0.13 | 0.04 | 0.17 | 0.17 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.735
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 41 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 224 | 1776 | 482 | 76 | 879 | 114 | 292 | 554 | 157 | 211 | 455 | 178 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 224 | 1776 | 482 | 76 | 879 | 114 | 292 | 554 | 157 | 211 | 455 | 178 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 224 | 1776 | 482 | 76 | 879 | 114 | 292 | 554 | 157 | 211 | 455 | 178 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 224 | 1776 | 482 | 76 | 879 | 114 | 292 | 554 | 157 | 211 | 455 | 178 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 224 | 1776 | 482 | 76 | 879 | 114 | 292 | 554 | 157 | 211 | 455 | 178 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.36 | 0.64 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 4011 | 1089 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.44 | 0.44 | 0.02 | 0.17 | 0.07 | 0.09 | 0.16 | 0.09 | 0.06 | 0.13 | 0.10 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.481 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 23 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 502 | 0 | 345 | 0 | 0 | 0 | 0 | 761 | 162 | 201 | 594 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 502 | 0 | 345 | 0 | 0 | 0 | 0 | 761 | 162 | 201 | 594 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 502 | 0 | 345 | 0 | 0 | 0 | 0 | 761 | 0 | 201 | 594 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 502 | 0 | 345 | 0 | 0 | 0 | 0 | 761 | 0 | 201 | 594 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 502 | 0 | 345 | 0 | 0 | 0 | 0 | 761 | 0 | 201 | 594 | 0 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.15 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.06 | 0.17 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.604
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 3 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 399 | 704 | 515 | 94 | 396 | 129 | 130 | 1039 | 148 | 444 | 1440 | 403 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 399 | 704 | 515 | 94 | 396 | 129 | 130 | 1039 | 148 | 444 | 1440 | 403 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 399 | 704 | 515 | 94 | 396 | 129 | 130 | 1039 | 148 | 444 | 1440 | 403 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 399 | 704 | 515 | 94 | 396 | 129 | 130 | 1039 | 148 | 444 | 1440 | 403 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 399 | 704 | 515 | 94 | 396 | 129 | 130 | 1039 | 148 | 444 | 1440 | 403 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.12 | 0.14 | 0.15 | 0.03 | 0.12 | 0.08 | 0.04 | 0.15 | 0.09 | 0.13 | 0.28 | 0.24 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.718 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 39 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 550 | 2017 | 484 | 261 | 803 | 84 | 123 | 388 | 243 | 407 | 241 | 261 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 550 | 2017 | 484 | 261 | 803 | 84 | 123 | 388 | 243 | 407 | 241 | 261 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 550 | 2017 | 0 | 261 | 803 | 84 | 123 | 388 | 0 | 407 | 241 | 261 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 550 | 2017 | 0 | 261 | 803 | 84 | 123 | 388 | 0 | 407 | 241 | 261 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 550 | 2017 | 0 | 261 | 803 | 84 | 123 | 388 | 0 | 407 | 241 | 261 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.16 | 0.40 | 0.00 | 0.08 | 0.16 | 0.05 | 0.04 | 0.08 | 0.00 | 0.12 | 0.07 | 0.15 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 0 Average Delay (sec/veh): 19.1
Optimal Cycle: 78 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume).

Saturation Flow Module: Table with 12 columns representing saturation flow factors (Sat/Lane, Adjustment, Lanes, Final Sat.).

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ).

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Sand Canyon Ave & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.924
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 103 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 3430 | 451 | 167 | 1627 | 0 | 0 | 0 | 0 | 331 | 0 | 259 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 3430 | 451 | 167 | 1627 | 0 | 0 | 0 | 0 | 331 | 0 | 259 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 3430 | 451 | 167 | 1627 | 0 | 0 | 0 | 0 | 331 | 0 | 259 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3430 | 451 | 167 | 1627 | 0 | 0 | 0 | 0 | 331 | 0 | 259 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 3430 | 451 | 167 | 1627 | 0 | 0 | 0 | 0 | 331 | 0 | 259 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 5100 | 1700 | 3400 | 5100 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.67 | 0.27 | 0.05 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.15 |
| Crit Moves: | **** | | | **** | | | | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 0 Average Delay (sec/veh): 18.2
Optimal Cycle: 107 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 1.123 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 180 | Level Of Service: | F |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | |
| Rights: | Include | | | WideBypass | | | WideBypass | | | Include | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 165 | 1679 | 131 | 486 | 950 | 136 | 225 | 166 | 62 | 173 | 60 | 1331 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 165 | 1679 | 131 | 486 | 950 | 136 | 225 | 166 | 62 | 173 | 60 | 1331 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 165 | 1679 | 131 | 486 | 950 | 136 | 225 | 166 | 62 | 173 | 60 | 1331 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 165 | 1679 | 131 | 486 | 950 | 136 | 225 | 166 | 62 | 173 | 60 | 1331 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 165 | 1679 | 131 | 486 | 950 | 136 | 225 | 166 | 62 | 173 | 60 | 1331 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.62 | 0.38 | 2.00 | 0.73 | 0.27 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 4461 | 639 | 3400 | 1238 | 462 | 3400 | 1700 | 3400 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.33 | 0.08 | 0.29 | 0.21 | 0.21 | 0.07 | 0.13 | 0.13 | 0.05 | 0.04 | 0.39 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 0 Average Delay (sec/veh): 10.8
Optimal Cycle: 43 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 0 Average Delay (sec/veh): 16.0
Optimal Cycle: 80 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.827
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 58 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 673 | 1197 | 169 | 177 | 515 | 669 | 634 | 840 | 277 | 127 | 1486 | 284 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 673 | 1197 | 169 | 177 | 515 | 669 | 634 | 840 | 277 | 127 | 1486 | 284 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 673 | 1197 | 0 | 177 | 515 | 0 | 634 | 840 | 277 | 127 | 1486 | 284 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 673 | 1197 | 0 | 177 | 515 | 0 | 634 | 840 | 277 | 127 | 1486 | 284 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 673 | 1197 | 0 | 177 | 515 | 0 | 634 | 840 | 277 | 127 | 1486 | 284 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.20 | 0.23 | 0.00 | 0.05 | 0.10 | 0.00 | 0.19 | 0.16 | 0.16 | 0.04 | 0.29 | 0.17 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.595
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 32 | 2097 | 293 | 28 | 1015 | 9 | 11 | 20 | 81 | 99 | 10 | 56 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 32 | 2097 | 293 | 28 | 1015 | 9 | 11 | 20 | 81 | 99 | 10 | 56 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 32 | 2097 | 0 | 28 | 1015 | 9 | 11 | 20 | 81 | 99 | 10 | 56 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 32 | 2097 | 0 | 28 | 1015 | 9 | 11 | 20 | 81 | 99 | 10 | 56 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 32 | 2097 | 0 | 28 | 1015 | 9 | 11 | 20 | 81 | 99 | 10 | 56 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.97 | 0.03 | 1.00 | 0.20 | 0.80 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 5055 | 45 | 1700 | 337 | 1363 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.41 | 0.00 | 0.02 | 0.20 | 0.20 | 0.01 | 0.06 | 0.06 | 0.06 | 0.01 | 0.03 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module table with 12 columns representing capacity and critical moves like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 0 Average Delay (sec/veh): 5.8
Optimal Cycle: 67 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 0 Average Delay (sec/veh): 22.1
Optimal Cycle: 135 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.840
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 62 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 25 | 3142 | 97 | 93 | 1451 | 24 | 79 | 6 | 48 | 49 | 2 | 92 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 25 | 3142 | 97 | 93 | 1451 | 24 | 79 | 6 | 48 | 49 | 2 | 92 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 25 | 3142 | 97 | 93 | 1451 | 24 | 79 | 6 | 48 | 49 | 2 | 92 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 25 | 3142 | 97 | 93 | 1451 | 24 | 79 | 6 | 48 | 49 | 2 | 92 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 25 | 3142 | 97 | 93 | 1451 | 24 | 79 | 6 | 48 | 49 | 2 | 92 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.91 | 0.09 | 1.00 | 3.00 | 1.00 | 1.00 | 0.11 | 0.89 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 4947 | 153 | 1700 | 5100 | 1700 | 1700 | 189 | 1511 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.64 | 0.64 | 0.05 | 0.28 | 0.01 | 0.05 | 0.03 | 0.03 | 0.03 | 0.00 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 4.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 22 | 249 | 1 | 95 | 252 | 100 | 144 | 34 | 86 | 2 | 24 | 117 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 22 | 249 | 1 | 95 | 252 | 100 | 144 | 34 | 86 | 2 | 24 | 117 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 22 | 249 | 1 | 95 | 252 | 100 | 144 | 34 | 86 | 2 | 24 | 117 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 22 | 249 | 1 | 95 | 252 | 100 | 144 | 34 | 86 | 2 | 24 | 117 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 22 | 249 | 1 | 95 | 252 | 100 | 144 | 34 | 86 | 2 | 24 | 117 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|---|----|-----|-----|-----|----|----|---|----|-----|
| AutoPCE: | 22 | 249 | 1 | 95 | 252 | 100 | 144 | 34 | 86 | 2 | 24 | 117 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 22 | 249 | 1 | 95 | 252 | 100 | 144 | 34 | 86 | 2 | 24 | 117 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 273 | 48 | 349 | 415 |
| MaxVolume: | 1053 | 1174 | 1012 | 976 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1053 | 1174 | 1012 | 976 |
| ApproachVol: | 272 | 447 | 264 | 143 |
| ApproachV/C: | 0.26 | 0.38 | 0.26 | 0.15 |
| ApproachDel: | 4.6 | 4.9 | 4.8 | 4.3 |
| ApproachLOS: | A | A | A | A |
| Queue: | 1.0 | 1.8 | 1.0 | 0.5 |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.500 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 24 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 213 | 0 | 191 | 248 | 343 | 0 | 0 | 304 | 246 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 213 | 0 | 191 | 248 | 343 | 0 | 0 | 304 | 246 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 213 | 0 | 191 | 248 | 343 | 0 | 0 | 304 | 246 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 213 | 0 | 191 | 248 | 343 | 0 | 0 | 304 | 246 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 213 | 0 | 191 | 248 | 343 | 0 | 0 | 304 | 246 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.11 | 0.15 | 0.20 | 0.00 | 0.00 | 0.18 | 0.14 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.744
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 86 | 0 | 4 | 0 | 0 | 0 | 0 | 1402 | 41 | 6 | 2188 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 86 | 0 | 4 | 0 | 0 | 0 | 0 | 1402 | 41 | 6 | 2188 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 86 | 0 | 4 | 0 | 0 | 0 | 0 | 1402 | 41 | 6 | 2188 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 86 | 0 | 4 | 0 | 0 | 0 | 0 | 1402 | 41 | 6 | 2188 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 86 | 0 | 4 | 0 | 0 | 0 | 0 | 1402 | 41 | 6 | 2188 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.02 | 0.00 | 0.64 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.545
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 26 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 334 | 24 | 75 | 25 | 64 | 109 | 24 | 941 | 266 | 31 | 485 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 334 | 24 | 75 | 25 | 64 | 109 | 24 | 941 | 266 | 31 | 485 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 334 | 24 | 75 | 25 | 64 | 109 | 24 | 941 | 266 | 31 | 485 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 334 | 24 | 75 | 25 | 64 | 109 | 24 | 941 | 266 | 31 | 485 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 334 | 24 | 75 | 25 | 64 | 109 | 24 | 941 | 266 | 31 | 485 | 5 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.24 | 0.76 | 1.00 | 0.37 | 0.63 | 1.00 | 2.00 | 1.00 | 1.00 | 1.98 | 0.02 |
| Final Sat.: | 3400 | 412 | 1288 | 1700 | 629 | 1071 | 1700 | 3400 | 1700 | 1700 | 3365 | 35 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.06 | 0.06 | 0.01 | 0.10 | 0.10 | 0.01 | 0.28 | 0.16 | 0.02 | 0.14 | 0.14 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 60 | 84 | 94 | 184 | 101 | 117 | 127 | 1219 | 68 | 171 | 1815 | 306 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 60 | 84 | 94 | 184 | 101 | 117 | 127 | 1219 | 68 | 171 | 1815 | 306 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 60 | 84 | 94 | 184 | 101 | 117 | 127 | 1219 | 68 | 171 | 1815 | 306 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 60 | 84 | 94 | 184 | 101 | 117 | 127 | 1219 | 68 | 171 | 1815 | 306 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 60 | 84 | 94 | 184 | 101 | 117 | 127 | 1219 | 68 | 171 | 1815 | 306 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.05 | 0.06 | 0.05 | 0.06 | 0.07 | 0.07 | 0.24 | 0.04 | 0.10 | 0.36 | 0.18 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C [16.7]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume and growth factors across four approaches.

Critical Gap Module: Table with 12 columns for critical gap and follow-up time.

Capacity Module: Table with 12 columns for conflict volume, potential capacity, and volume/capacity.

Level of Service Module: Table with 12 columns for LOS metrics like 2Way95thQ, Control Del, and Shared LOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 2.5 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 452 | 108 | 2 | 365 | 24 | 38 | 98 | 24 | 72 | 43 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 452 | 108 | 2 | 365 | 24 | 38 | 98 | 24 | 72 | 43 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 452 | 108 | 2 | 365 | 24 | 38 | 98 | 24 | 72 | 43 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 452 | 108 | 2 | 365 | 24 | 38 | 98 | 24 | 72 | 43 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 452 | 108 | 2 | 365 | 24 | 38 | 98 | 24 | 72 | 43 | 2 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|-----|---|-----|----|----|----|----|----|----|---|
| AutoPCE: | 0 | 452 | 108 | 2 | 365 | 24 | 38 | 98 | 24 | 72 | 43 | 2 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 452 | 108 | 2 | 365 | 24 | 38 | 98 | 24 | 72 | 43 | 2 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 138 | 115 | 439 | 490 |
| MaxVolume: | 2325 | 2341 | 963 | 935 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2325 | 2341 | 963 | 935 |
| ApproachVol: | 560 | 391 | 160 | 117 |
| ApproachV/C: | 0.24 | 0.17 | 0.17 | 0.13 |
| ApproachDel: | 2.0 | 1.8 | 4.5 | 4.4 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.9 | 0.6 | 0.6 | 0.4 |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.361
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes. Includes data for Permitted and Protected movements.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Includes data for four approaches.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Includes data for four approaches.

Capacity Analysis Module: Vol/Sat, Crit Moves. Includes data for four approaches.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.2 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 149 | 5 | 0 | 133 | 1 | 1 | 312 | 0 | 6 | 234 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 149 | 5 | 0 | 133 | 1 | 1 | 312 | 0 | 6 | 234 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 149 | 5 | 0 | 133 | 1 | 1 | 312 | 0 | 6 | 234 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 149 | 5 | 0 | 133 | 1 | 1 | 312 | 0 | 6 | 234 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 149 | 5 | 0 | 133 | 1 | 1 | 312 | 0 | 6 | 234 | 0 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|---|---|-----|---|---|-----|---|---|-----|---|
| AutoPCE: | 1 | 149 | 5 | 0 | 133 | 1 | 1 | 312 | 0 | 6 | 234 | 0 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 149 | 5 | 0 | 133 | 1 | 1 | 312 | 0 | 6 | 234 | 0 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 313 | 241 | 139 | 151 |
| MaxVolume: | 1031 | 1070 | 1125 | 1118 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1031 | 1070 | 1125 | 1118 |
| ApproachVol: | 155 | 134 | 313 | 240 |
| ApproachV/C: | 0.15 | 0.13 | 0.28 | 0.21 |
| ApproachDel: | 4.1 | 3.8 | 4.4 | 4.1 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.5 | 0.4 | 1.1 | 0.8 |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 100 | 0 | 117 | 0 | 0 | 0 | 0 | 1201 | 82 | 155 | 1919 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 100 | 0 | 117 | 0 | 0 | 0 | 0 | 1201 | 82 | 155 | 1919 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 100 | 0 | 117 | 0 | 0 | 0 | 0 | 1201 | 82 | 155 | 1919 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 100 | 0 | 117 | 0 | 0 | 0 | 0 | 1201 | 82 | 155 | 1919 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 100 | 0 | 117 | 0 | 0 | 0 | 0 | 1201 | 82 | 155 | 1919 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.05 | 0.09 | 0.56 | 0.00 |
| Crit Moves: | | | **** | | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A[9.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes (1 0 1 0 0).

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume. Columns for each bound and movement.

Critical Gap Module: Critical Gp, FollowUpTim. Columns for each bound and movement.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Columns for each bound and movement.

Level of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Columns for each bound and movement.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 3.7 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 66 | 25 | 255 | 0 | 0 | 150 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 66 | 25 | 255 | 0 | 0 | 150 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 66 | 25 | 255 | 0 | 0 | 150 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 66 | 25 | 255 | 0 | 0 | 150 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 66 | 25 | 255 | 0 | 0 | 150 | 0 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|---|---|----|----|-----|---|---|-----|---|
| AutoPCE: | 0 | 0 | 0 | 0 | 0 | 66 | 25 | 255 | 0 | 0 | 150 | 0 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 0 | 0 | 66 | 25 | 255 | 0 | 0 | 150 | 0 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 280 | 150 | 0 | 25 |
| MaxVolume: | xxxxxx | 1119 | 1200 | 1187 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1119 | 1200 | 1187 |
| ApproachVol: | xxxxxx | 66 | 280 | 150 |
| ApproachV/C: | 1.00 | 0.06 | 0.23 | 0.13 |
| ApproachDel: | xxxxxx | 3.4 | 3.9 | 3.5 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.2 | 0.9 | 0.4 |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 106 | 46 | 148 | 70 | 35 | 49 | 47 | 1402 | 86 | 178 | 2188 | 112 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 106 | 46 | 148 | 70 | 35 | 49 | 47 | 1402 | 86 | 178 | 2188 | 112 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 106 | 46 | 148 | 70 | 35 | 49 | 47 | 1402 | 86 | 178 | 2188 | 112 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 106 | 46 | 148 | 70 | 35 | 49 | 47 | 1402 | 86 | 178 | 2188 | 112 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 106 | 46 | 148 | 70 | 35 | 49 | 47 | 1402 | 86 | 178 | 2188 | 112 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.03 | 0.09 | 0.04 | 0.02 | 0.03 | 0.03 | 0.27 | 0.05 | 0.10 | 0.43 | 0.07 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 83 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 79 | 5 | 5 | 71 | 3 | 40 | 79 | 1634 | 102 | 6 | 2464 | 182 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 79 | 5 | 5 | 71 | 3 | 40 | 79 | 1634 | 102 | 6 | 2464 | 182 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 79 | 5 | 5 | 71 | 3 | 40 | 79 | 1634 | 102 | 6 | 2464 | 182 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 79 | 5 | 5 | 71 | 3 | 40 | 79 | 1634 | 102 | 6 | 2464 | 182 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 79 | 5 | 5 | 71 | 3 | 40 | 79 | 1634 | 102 | 6 | 2464 | 182 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.07 | 0.93 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 119 | 1581 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.00 | 0.00 | 0.04 | 0.03 | 0.03 | 0.05 | 0.48 | 0.06 | 0.00 | 0.72 | 0.11 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 81 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | Volume |
| 0.00 | 0.05 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.048 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.05 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.05 | RTC | | 0.05 | RTC | | 0.01 | RTC | | 0.00 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.05 | Addl ICU | | -0.01 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.10 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 850 | Total Saturation |
| 0 | 72 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | Volume |
| 0.00 | 0.04 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.01 | V/C | | 0.00 | V/C | | 0.00 | 0.056 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.06 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.01 | |
| RTC | | 0.04 | RTC | | 0.06 | RTC | | 0.03 | RTC | | 0.01 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.06 | Addl ICU | | -0.03 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.11 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1481 | 219 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 18 | 8 | 16 | 0 | 0 | 54 | 8 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.04 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.04 | 0.041 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.04 | RTOG | | 0.04 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.02 | RTC | | 0.00 | RTC | | 0.04 | RTC | | 0.04 | |
| Addl ICU | | -0.02 | Addl ICU | | 0.01 | Addl ICU | | -0.04 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.01 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.10 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 0 | 0 | 0 | 1477 | 223 | Total Saturation |
| 0 | 0 | 0 | 9 | 0 | 9 | 16 | 0 | 0 | 0 | 53 | 8 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.04 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.01 | V/C | | 0.04 | 0.056 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.01 | RTOG | | 0.05 | RTOG | | 0.04 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.02 | RTC | | 0.02 | RTC | | 0.05 | RTC | | 0.04 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.01 | Addl ICU | | -0.05 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.11 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 9 | 0 | 0 | 25 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.00 | V/C | | 0.00 | 0.015 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.01 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | |
| RTC | | 0.01 | RTC | | 0.01 | RTC | | 0.00 | RTC | | 0.01 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.01 | Addl ICU | | 0.02 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.02 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.09 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 486 | 1214 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 9 | 0 | 0 | 16 | 40 | 81 | 0 | 9 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.03 | 0.03 | 0.05 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.05 | V/C | | 0.00 | 0.081 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.03 | RTOG | | 0.05 | RTOG | | -0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.00 | RTOR | | 0.03 | |
| RTC | | 0.07 | RTC | | 0.07 | RTC | | 0.05 | RTC | | -0.03 | |
| Addl ICU | | -0.07 | Addl ICU | | -0.04 | Addl ICU | | -0.04 | Addl ICU | | 0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.13 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 90 | 0 | 0 | 56 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.05 | 0.00 | 0.00 | 0.03 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.053 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.05 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.05 | RTC | | 0.05 | RTC | | 0.02 | RTC | | 0.00 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.02 | Addl ICU | | -0.02 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.10 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 582 | 53 | 136 | 146 | 60 | 21 | 98 | 988 | 276 | 305 | 462 | 35 | Volume |
| 0.17 | 0.03 | 0.00 | 0.09 | 0.04 | 0.01 | 0.06 | 0.29 | 0.16 | 0.09 | 0.14 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.17 | | V/C | 0.04 | | V/C | 0.29 | | V/C | 0.09 | | 0.587 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.04 | | RTOG | 0.29 | | RTOG | 0.32 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.24 | | RTOR | 0.17 | | RTOR | 0.18 | | |
| RTC | 0.19 | | RTC | 0.22 | | RTC | 0.42 | | RTC | 0.45 | | |
| Addl ICU | -0.19 | | Addl ICU | -0.21 | | Addl ICU | -0.26 | | Addl ICU | -0.43 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 0 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 4287 | 813 | 3400 | 3400 | 1700 | Total Saturation |
| 330 | 583 | 418 | 165 | 317 | 86 | 64 | 1323 | 251 | 297 | 1501 | 260 | Volume |
| 0.10 | 0.11 | 0.00 | 0.05 | 0.06 | 0.05 | 0.02 | 0.31 | 0.31 | 0.09 | 0.44 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.11 | V/C | | 0.05 | V/C | | 0.02 | V/C | | 0.44 | 0.623 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.07 | RTOG | | 0.37 | RTOG | | 0.44 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.02 | RTOR | | 0.10 | RTOR | | 0.05 | |
| RTC | | 0.23 | RTC | | 0.08 | RTC | | 0.45 | RTC | | 0.48 | |
| Addl ICU | | -0.23 | Addl ICU | | -0.03 | Addl ICU | | -0.14 | Addl ICU | | -0.32 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3612 | 1488 | 3400 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 1700 | 1700 | Total Saturation |
| 310 | 1029 | 424 | 70 | 617 | 198 | 184 | 237 | 207 | 124 | 204 | 83 | Volume |
| 0.09 | 0.28 | 0.28 | 0.02 | 0.12 | 0.12 | 0.11 | 0.07 | 0.12 | 0.04 | 0.12 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.28 | V/C | | 0.02 | V/C | | 0.11 | V/C | | 0.12 | 0.534 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.28 | RTOG | | 0.21 | RTOG | | 0.19 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.11 | RTOR | | 0.18 | RTOR | | 0.02 | |
| RTC | | 0.40 | RTC | | 0.30 | RTC | | 0.33 | RTC | | 0.14 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.18 | Addl ICU | | -0.21 | Addl ICU | | -0.09 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 224 | 1776 | 482 | 76 | 879 | 114 | 292 | 554 | 157 | 211 | 455 | 178 | Volume |
| 0.07 | 0.35 | 0.28 | 0.02 | 0.17 | 0.07 | 0.09 | 0.16 | 0.09 | 0.06 | 0.13 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.35 | | V/C | 0.02 | | V/C | 0.16 | | V/C | 0.06 | | 0.596 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.35 | | RTOG | 0.30 | | RTOG | 0.16 | | RTOG | 0.14 | | |
| RTOR | 0.06 | | RTOR | 0.09 | | RTOR | 0.20 | | RTOR | 0.02 | | |
| RTC | 0.39 | | RTC | 0.37 | | RTC | 0.31 | | RTC | 0.16 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.31 | | Addl ICU | -0.22 | | Addl ICU | -0.05 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.65 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 502 | 0 | 345 | 0 | 0 | 0 | 0 | 761 | 162 | 201 | 594 | 0 | Volume |
| 0.15 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.06 | 0.17 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.15 | V/C | | 0.00 | V/C | | 0.22 | V/C | | 0.06 | 0.431 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | -0.15 | RTOG | | 0.22 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.11 | RTOR | | 0.15 | RTOR | | 0.15 | |
| RTC | | 0.19 | RTC | | -0.07 | RTC | | 0.33 | RTC | | 0.39 | |
| Addl ICU | | -0.09 | Addl ICU | | 0.07 | Addl ICU | | -0.33 | Addl ICU | | -0.39 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.48 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 399 | 704 | 515 | 94 | 396 | 129 | 130 | 1039 | 148 | 444 | 1440 | 403 | Volume |
| 0.12 | 0.14 | 0.15 | 0.03 | 0.12 | 0.08 | 0.04 | 0.15 | 0.09 | 0.13 | 0.28 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.12 | V/C | | 0.12 | V/C | | 0.04 | V/C | | 0.28 | 0.554 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.12 | RTOG | | 0.19 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.04 | RTOR | | 0.12 | RTOR | | 0.10 | |
| RTC | | 0.33 | RTC | | 0.15 | RTC | | 0.28 | RTC | | 0.35 | |
| Addl ICU | | -0.18 | Addl ICU | | -0.07 | Addl ICU | | -0.19 | Addl ICU | | -0.12 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.60 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 550 | 2017 | 484 | 261 | 803 | 84 | 123 | 388 | 243 | 407 | 241 | 261 | Volume |
| 0.16 | 0.40 | 0.00 | 0.08 | 0.16 | 0.05 | 0.04 | 0.08 | 0.00 | 0.12 | 0.05 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.40 | V/C | | 0.08 | V/C | | 0.08 | V/C | | 0.12 | 0.668 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.40 | RTOG | | 0.31 | RTOG | | 0.08 | RTOG | | 0.16 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.15 | RTOR | | 0.31 | RTOR | | 0.08 | |
| RTC | | 0.49 | RTC | | 0.42 | RTC | | 0.31 | RTC | | 0.22 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.37 | Addl ICU | | -0.31 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.72 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 1 | 4 | 1 | 1.5 | 0.5 | 2 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 1700 | 6800 | 1700 | 3329 | 71 | 3400 | 1700 | 1133 | 567 | Total Saturation |
| 862 | 2780 | 59 | 11 | 1402 | 273 | 513 | 11 | 382 | 7 | 8 | 4 | Volume |
| 0.25 | 0.55 | 0.03 | 0.01 | 0.21 | 0.16 | 0.15 | 0.15 | 0.11 | 0.00 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.55 | V/C | | 0.01 | V/C | | 0.15 | V/C | | 0.01 | 0.713 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.55 | RTOG | | 0.30 | RTOG | | 0.16 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.15 | RTOR | | 0.35 | RTOR | | 0.01 | |
| RTC | | 0.55 | RTC | | 0.41 | RTC | | 0.42 | RTC | | 0.01 | |
| Addl ICU | | -0.52 | Addl ICU | | -0.25 | Addl ICU | | -0.30 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #304 Sand Canyon Ave (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 1700 | 3400 | 5100 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | Total Saturation |
| 0 | 3430 | 451 | 167 | 1627 | 0 | 0 | 0 | 0 | 331 | 0 | 259 | Volume |
| 0.00 | 0.67 | 0.27 | 0.05 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.67 | V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.10 | 0.819 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.67 | RTOG | | 0.72 | RTOG | | -0.10 | RTOG | | 0.10 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.10 | RTOR | | 0.40 | RTOR | | 0.05 | |
| RTC | | 0.75 | RTC | | 0.79 | RTC | | 0.20 | RTC | | 0.13 | |
| Addl ICU | | -0.48 | Addl ICU | | -0.79 | Addl ICU | | -0.20 | Addl ICU | | 0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.02 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | | 0.89 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 3355 | 369 | 643 | 1351 | 0 | 514 | 0 | 279 | 0 | 0 | 0 | Volume |
| 0.00 | 0.49 | 0.22 | 0.19 | 0.20 | 0.00 | 0.12 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.49 | V/C | | 0.19 | V/C | | 0.12 | V/C | | 0.00 | 0.803 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.49 | RTOG | | 0.68 | RTOG | | 0.12 | RTOG | | -0.12 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.12 | RTOR | | 0.48 | RTOR | | 0.19 | |
| RTC | | 0.58 | RTC | | 0.77 | RTC | | 0.48 | RTC | | 0.02 | |
| Addl ICU | | -0.37 | Addl ICU | | -0.77 | Addl ICU | | -0.37 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.85 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4947 | 153 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 25 | 3142 | 97 | 93 | 1451 | 24 | 79 | 6 | 48 | 49 | 2 | 92 | Volume |
| 0.01 | 0.64 | 0.64 | 0.05 | 0.28 | 0.01 | 0.05 | 0.00 | 0.03 | 0.03 | 0.00 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.64 | V/C | | 0.05 | V/C | | 0.05 | V/C | | 0.00 | 0.737 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.64 | RTOG | | 0.68 | RTOG | | 0.02 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.05 | RTOR | | 0.41 | RTOR | | 0.05 | |
| RTC | | 0.67 | RTC | | 0.71 | RTC | | 0.32 | RTC | | 0.04 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.70 | Addl ICU | | -0.29 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.80 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 2550 | 2550 | Total Saturation |
| 165 | 1679 | 131 | 486 | 950 | 136 | 225 | 166 | 62 | 173 | 60 | 1331 | Volume |
| 0.10 | 0.33 | 0.08 | 0.14 | 0.19 | 0.08 | 0.07 | 0.10 | 0.04 | 0.05 | 0.02 | 0.52 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.33 | V/C | | 0.14 | V/C | | 0.10 | V/C | | 0.05 | 0.621 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.33 | RTOG | | 0.38 | RTOG | | 0.10 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.13 | RTOR | | 0.29 | RTOR | | 0.14 | |
| RTC | | 0.37 | RTC | | 0.47 | RTC | | 0.31 | RTC | | 0.19 | |
| Addl ICU | | -0.29 | Addl ICU | | -0.39 | Addl ICU | | -0.28 | Addl ICU | | 0.33 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.33 | | 0.33 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 1.00 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 104 | 0 | 225 | 0 | 1482 | 173 | 218 | 2032 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.07 | 0.00 | 0.22 | 0.10 | 0.13 | 0.40 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.40 | 0.460 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.06 | RTOG | | 0.06 | RTOG | | 0.27 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.06 | |
| RTC | | 0.07 | RTC | | 0.06 | RTC | | 0.32 | RTC | | 0.44 | |
| Addl ICU | | -0.07 | Addl ICU | | 0.01 | Addl ICU | | -0.21 | Addl ICU | | -0.44 | |
| | | 0.00 | | | 0.01 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.51 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4746 | 354 | Total Saturation |
| 220 | 0 | 455 | 0 | 0 | 0 | 0 | 1389 | 299 | 0 | 2077 | 155 | Volume |
| 0.13 | 0.00 | 0.27 | 0.00 | 0.00 | 0.00 | 0.00 | 0.41 | 0.00 | 0.00 | 0.44 | 0.44 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.44 | 0.567 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | -0.13 | RTOG | | 0.44 | RTOG | | 0.44 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.00 | RTOR | | 0.13 | RTOR | | 0.13 | |
| RTC | | 0.15 | RTC | | -0.13 | RTC | | 0.53 | RTC | | 0.53 | |
| Addl ICU | | 0.12 | Addl ICU | | 0.13 | Addl ICU | | -0.53 | Addl ICU | | -0.10 | |
| | | 0.12 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.73 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 673 | 1197 | 169 | 177 | 515 | 669 | 634 | 840 | 277 | 127 | 1486 | 284 | Volume |
| 0.20 | 0.23 | 0.00 | 0.05 | 0.10 | 0.00 | 0.19 | 0.16 | 0.16 | 0.04 | 0.29 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.23 | V/C | | 0.05 | V/C | | 0.19 | V/C | | 0.29 | 0.765 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.09 | RTOG | | 0.44 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.31 | RTOR | | 0.19 | RTOR | | 0.19 | RTOR | | 0.05 | |
| RTC | | 0.47 | RTC | | 0.23 | RTC | | 0.58 | RTC | | 0.33 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.23 | Addl ICU | | -0.42 | Addl ICU | | -0.16 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.81 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5055 | 45 | 1700 | 337 | 1363 | 1700 | 1700 | 1700 | Total Saturation |
| 32 | 2097 | 293 | 28 | 1015 | 9 | 11 | 20 | 81 | 99 | 10 | 56 | Volume |
| 0.02 | 0.41 | 0.00 | 0.02 | 0.20 | 0.20 | 0.01 | 0.06 | 0.06 | 0.06 | 0.01 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.02 | V/C | | 0.06 | V/C | | 0.06 | 0.545 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.41 | RTOG | | 0.06 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.11 | RTOR | | 0.23 | RTOR | | 0.02 | |
| RTC | | 0.45 | RTC | | 0.49 | RTC | | 0.23 | RTC | | 0.12 | |
| Addl ICU | | -0.45 | Addl ICU | | -0.29 | Addl ICU | | -0.17 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.60 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5072 | 28 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 20 | 1966 | 323 | 75 | 1426 | 8 | 47 | 24 | 126 | 241 | 12 | 120 | Volume |
| 0.01 | 0.39 | 0.00 | 0.02 | 0.28 | 0.28 | 0.03 | 0.01 | 0.00 | 0.07 | 0.01 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.39 | | V/C | 0.02 | | V/C | 0.01 | | V/C | 0.07 | | 0.493 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.39 | | RTOG | 0.40 | | RTOG | 0.01 | | RTOG | 0.06 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.08 | | RTOR | 0.13 | | RTOR | 0.02 | | |
| RTC | 0.44 | | RTC | 0.45 | | RTC | 0.11 | | RTC | 0.07 | | |
| Addl ICU | -0.44 | | Addl ICU | -0.17 | | Addl ICU | -0.11 | | Addl ICU | 0.00 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.54 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2528 | 872 | Total Saturation |
| 26 | 1207 | 499 | 105 | 1083 | 475 | 934 | 532 | 9 | 188 | 284 | 98 | Volume |
| 0.02 | 0.24 | 0.00 | 0.03 | 0.21 | 0.00 | 0.27 | 0.16 | 0.01 | 0.06 | 0.11 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.24 | V/C | | 0.03 | V/C | | 0.27 | V/C | | 0.11 | 0.655 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.25 | RTOG | | 0.33 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.23 | RTOR | | 0.27 | RTOR | | 0.06 | RTOR | | 0.03 | |
| RTC | | 0.41 | RTC | | 0.46 | RTC | | 0.37 | RTC | | 0.14 | |
| Addl ICU | | -0.41 | Addl ICU | | -0.46 | Addl ICU | | -0.37 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 2550 | 0 | 2550 | Total Saturation |
| 0 | 2936 | 1288 | 0 | 1174 | 0 | 0 | 0 | 0 | 124 | 0 | 268 | Volume |
| 0.00 | 0.58 | 0.00 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.58 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.05 | 0.624 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.58 | RTOG | | 0.58 | RTOG | | -0.05 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.35 | RTOR | | 0.00 | |
| RTC | | 0.61 | RTC | | 0.61 | RTC | | 0.21 | RTC | | 0.05 | |
| Addl ICU | | -0.61 | Addl ICU | | -0.61 | Addl ICU | | -0.21 | Addl ICU | | 0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.06 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.73 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 2005 | 0 | 0 | 797 | 618 | 2332 | 0 | 326 | 0 | 0 | 0 | Volume |
| 0.00 | 0.39 | 0.00 | 0.00 | 0.16 | 0.00 | 0.46 | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.39 | V/C | | 0.00 | V/C | | 0.46 | V/C | | 0.00 | 0.850 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.39 | RTOG | | 0.39 | RTOG | | 0.46 | RTOG | | -0.46 | Right Turn Adjustment |
| RTOR | | 0.46 | RTOR | | 0.46 | RTOR | | 0.24 | RTOR | | 0.00 | |
| RTC | | 0.74 | RTC | | 0.74 | RTC | | 0.63 | RTC | | -0.46 | |
| Addl ICU | | -0.74 | Addl ICU | | -0.74 | Addl ICU | | -0.44 | Addl ICU | | 0.46 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.90 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 386 | 1314 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 115 | 82 | 279 | 31 | 58 | 15 | 7 | 1009 | 139 | 102 | 601 | 97 | Volume |
| 0.07 | 0.21 | 0.21 | 0.02 | 0.03 | 0.01 | 0.00 | 0.30 | 0.08 | 0.06 | 0.18 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.21 | V/C | | 0.03 | V/C | | 0.30 | V/C | | 0.06 | 0.603 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.03 | RTOG | | 0.30 | RTOG | | 0.35 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.18 | RTOR | | 0.20 | RTOR | | -0.11 | |
| RTC | | 0.26 | RTC | | 0.17 | RTC | | 0.44 | RTC | | 0.27 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.16 | Addl ICU | | -0.36 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.65 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 482 | 1218 | 850 | 289 | 1411 | Total Saturation |
| 22 | 249 | 1 | 95 | 252 | 100 | 144 | 34 | 86 | 2 | 24 | 117 | Volume |
| 0.03 | 0.15 | 0.00 | 0.11 | 0.15 | 0.12 | 0.17 | 0.07 | 0.07 | 0.00 | 0.08 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.15 | V/C | | 0.11 | V/C | | 0.17 | V/C | | 0.08 | 0.511 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.23 | RTOG | | 0.25 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.17 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | 0.28 | RTC | | 0.36 | RTC | | 0.33 | RTC | | 0.17 | |
| Addl ICU | | -0.28 | Addl ICU | | -0.24 | Addl ICU | | -0.26 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.56 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 259 | 223 | 66 | 72 | 132 | 282 | 434 | 1202 | 251 | 91 | 1696 | 158 | Volume |
| 0.08 | 0.07 | 0.04 | 0.04 | 0.04 | 0.00 | 0.13 | 0.24 | 0.15 | 0.03 | 0.50 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.08 | | V/C | 0.04 | | V/C | 0.13 | | V/C | 0.50 | | 0.741 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.07 | | RTOG | 0.04 | | RTOG | 0.60 | | RTOG | 0.50 | | Right Turn Adjustment |
| RTOR | 0.39 | | RTOR | 0.13 | | RTOR | 0.08 | | RTOR | 0.05 | | |
| RTC | 0.37 | | RTC | 0.13 | | RTC | 0.66 | | RTC | 0.54 | | |
| Addl ICU | -0.33 | | Addl ICU | -0.13 | | Addl ICU | -0.51 | | Addl ICU | -0.44 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.79 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1562 | 138 | 1700 | 1700 | 1700 | 3400 | 2355 | 1045 | 1700 | 3101 | 299 | Total Saturation |
| 178 | 159 | 14 | 39 | 166 | 511 | 565 | 451 | 200 | 15 | 404 | 39 | Volume |
| 0.10 | 0.10 | 0.10 | 0.02 | 0.10 | 0.30 | 0.17 | 0.19 | 0.19 | 0.01 | 0.13 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.10 | V/C | | 0.10 | V/C | | 0.17 | V/C | | 0.13 | 0.499 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.10 | RTOG | | 0.29 | RTOG | | 0.13 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.17 | RTOR | | 0.10 | RTOR | | 0.10 | |
| RTC | | 0.26 | RTC | | 0.22 | RTC | | 0.37 | RTC | | 0.21 | |
| Addl ICU | | -0.16 | Addl ICU | | 0.08 | Addl ICU | | -0.17 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.08 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1700 | 1700 | Total Saturation |
| 0 | 0 | 0 | 213 | 0 | 191 | 248 | 343 | 0 | 0 | 304 | 246 | Volume |
| 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.11 | 0.15 | 0.20 | 0.00 | 0.00 | 0.18 | 0.14 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.13 | | V/C | 0.15 | | V/C | 0.18 | | 0.450 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.13 | | RTOG | 0.13 | | RTOG | 0.32 | | RTOG | 0.18 | | Right Turn Adjustment |
| RTOR | 0.12 | | RTOR | 0.15 | | RTOR | 0.13 | | RTOR | 0.13 | | |
| RTC | -0.03 | | RTC | 0.23 | | RTC | 0.42 | | RTC | 0.27 | | |
| Addl ICU | 0.03 | | Addl ICU | -0.12 | | Addl ICU | -0.42 | | Addl ICU | -0.13 | | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.50 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 86 | 0 | 4 | 0 | 0 | 0 | 0 | 1402 | 41 | 6 | 2188 | 0 | Volume |
| 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.02 | 0.00 | 0.64 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.64 | 0.694 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | -0.05 | RTOG | | 0.64 | RTOG | | 0.64 | Right Turn Adjustment |
| RTOR | | 0.37 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.05 | |
| RTC | | 0.33 | RTC | | -0.05 | RTC | | 0.68 | RTC | | 0.68 | |
| Addl ICU | | -0.32 | Addl ICU | | 0.05 | Addl ICU | | -0.65 | Addl ICU | | -0.68 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.74 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 412 | 1288 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 334 | 24 | 75 | 25 | 64 | 109 | 24 | 941 | 266 | 31 | 485 | 5 | Volume |
| 0.10 | 0.06 | 0.06 | 0.01 | 0.04 | 0.06 | 0.01 | 0.28 | 0.16 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.10 | | V/C | 0.04 | | V/C | 0.28 | | V/C | 0.02 | | 0.431 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.04 | | RTOG | 0.28 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.02 | | RTOR | 0.15 | | RTOR | 0.10 | | RTOR | 0.08 | | |
| RTC | 0.13 | | RTC | 0.15 | | RTC | 0.35 | | RTC | 0.34 | | |
| Addl ICU | -0.08 | | Addl ICU | -0.09 | | Addl ICU | -0.19 | | Addl ICU | -0.34 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.48 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 60 | 84 | 94 | 184 | 101 | 117 | 127 | 1219 | 68 | 171 | 1815 | 306 | Volume |
| 0.04 | 0.05 | 0.06 | 0.05 | 0.06 | 0.07 | 0.07 | 0.24 | 0.04 | 0.10 | 0.36 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.05 | | V/C | 0.07 | | V/C | 0.36 | | 0.534 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.05 | | RTOG | 0.07 | | RTOG | 0.33 | | RTOG | 0.36 | | Right Turn Adjustment |
| RTOR | 0.19 | | RTOR | 0.07 | | RTOR | 0.04 | | RTOR | 0.05 | | |
| RTC | 0.19 | | RTC | 0.12 | | RTC | 0.36 | | RTC | 0.40 | | |
| Addl ICU | -0.14 | | Addl ICU | -0.06 | | Addl ICU | -0.32 | | Addl ICU | -0.22 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2272 | 1128 | 1700 | 3124 | 276 | 1700 | 460 | 1240 | 1700 | 1511 | 189 | Total Saturation |
| 41 | 278 | 138 | 4 | 294 | 26 | 9 | 13 | 35 | 55 | 16 | 2 | Volume |
| 0.02 | 0.12 | 0.12 | 0.00 | 0.09 | 0.09 | 0.01 | 0.03 | 0.03 | 0.03 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.09 | V/C | | 0.03 | V/C | | 0.03 | 0.179 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.09 | RTOG | | 0.03 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.05 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.14 | RTC | | 0.13 | RTC | | 0.05 | RTC | | 0.05 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.04 | Addl ICU | | -0.02 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.23 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1366 | 334 | 850 | 1624 | 76 | Total Saturation |
| 0 | 452 | 108 | 2 | 365 | 24 | 38 | 98 | 24 | 72 | 43 | 2 | Volume |
| 0.00 | 0.27 | 0.13 | 0.00 | 0.21 | 0.03 | 0.04 | 0.07 | 0.07 | 0.08 | 0.03 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.27 | V/C | | 0.00 | V/C | | 0.07 | V/C | | 0.08 | 0.425 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.27 | RTOG | | 0.07 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.13 | RTOR | | 0.05 | RTOR | | 0.00 | |
| RTC | | 0.33 | RTC | | 0.37 | RTC | | 0.11 | RTC | | 0.11 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.34 | Addl ICU | | -0.04 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.47 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1353 | 347 | 5 | 1695 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 | Total Saturation |
| 0 | 327 | 84 | 1 | 335 | 0 | 0 | 0 | 0 | 116 | 0 | 2 | Volume |
| 0.00 | 0.24 | 0.24 | 0.20 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.20 | V/C | | 0.00 | V/C | | 0.07 | 0.266 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.20 | RTOG | | -0.07 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.07 | RTOR | | 0.00 | RTOR | | -0.04 | |
| RTC | | 0.05 | RTC | | 0.25 | RTC | | -0.07 | RTC | | 0.04 | |
| Addl ICU | | 0.19 | Addl ICU | | -0.25 | Addl ICU | | 0.07 | Addl ICU | | -0.03 | |
| | | 0.19 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.51 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1645 | 55 | 0 | 1687 | 13 | 850 | 1700 | 0 | 850 | 1700 | 0 | Total Saturation |
| 1 | 149 | 5 | 0 | 133 | 1 | 1 | 312 | 0 | 6 | 234 | 0 | Volume |
| 0.00 | 0.09 | 0.09 | 0.00 | 0.08 | 0.08 | 0.00 | 0.18 | 0.00 | 0.01 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.09 | V/C | | 0.00 | V/C | | 0.18 | V/C | | 0.01 | 0.281 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.09 | RTOG | | 0.18 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.05 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.10 | RTC | | 0.13 | RTC | | 0.19 | RTC | | 0.19 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.05 | Addl ICU | | -0.19 | Addl ICU | | -0.19 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.33 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 100 | 0 | 117 | 0 | 0 | 0 | 0 | 1201 | 82 | 155 | 1919 | 0 | Volume |
| 0.06 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.05 | 0.09 | 0.56 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.06 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.56 | | 0.623 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.06 | | RTOG | -0.06 | | RTOG | 0.47 | | RTOG | 0.56 | | Right Turn Adjustment |
| RTOR | 0.33 | | RTOR | 0.00 | | RTOR | 0.06 | | RTOR | 0.06 | | |
| RTC | 0.31 | | RTC | -0.06 | | RTC | 0.52 | | RTC | 0.61 | | |
| Addl ICU | -0.24 | | Addl ICU | 0.06 | | Addl ICU | -0.47 | | Addl ICU | -0.61 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 137 | 0 | 0 | 115 | 19 | 13 | 0 | 1 | 0 | 0 | 0 | Volume |
| 0.00 | 0.08 | 0.00 | 0.00 | 0.07 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.08 | V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.00 | 0.088 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | 0.08 | RTOG | | 0.01 | RTOG | | -0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.09 | RTC | | 0.09 | RTC | | 0.02 | RTC | | -0.01 | |
| Addl ICU | | -0.09 | Addl ICU | | -0.08 | Addl ICU | | -0.02 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.14 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 850 | 152 | 1548 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 66 | 25 | 255 | 0 | 0 | 150 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.16 | 0.16 | 0.00 | 0.00 | 0.09 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.16 | V/C | | 0.09 | 0.253 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.25 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.16 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.07 | RTC | | 0.12 | RTC | | 0.25 | RTC | | 0.09 | |
| Addl ICU | | -0.07 | Addl ICU | | -0.05 | Addl ICU | | -0.25 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.30 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 106 | 46 | 148 | 70 | 35 | 49 | 47 | 1402 | 86 | 178 | 2188 | 112 | Volume |
| 0.06 | 0.03 | 0.09 | 0.04 | 0.02 | 0.03 | 0.03 | 0.27 | 0.05 | 0.10 | 0.43 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.06 | | V/C | 0.02 | | V/C | 0.03 | | V/C | 0.43 | | 0.540 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | 0.02 | | RTOG | 0.35 | | RTOG | 0.43 | | Right Turn Adjustment |
| RTOR | 0.18 | | RTOR | 0.03 | | RTOR | 0.06 | | RTOR | 0.06 | | |
| RTC | 0.18 | | RTC | 0.04 | | RTC | 0.40 | | RTC | 0.47 | | |
| Addl ICU | -0.09 | | Addl ICU | -0.01 | | Addl ICU | -0.35 | | Addl ICU | -0.41 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.59 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1.0 | 1.0 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 79 | 5 | 5 | 71 | 3 | 40 | 79 | 1634 | 102 | 6 | 2464 | 182 | Volume |
| 0.05 | 0.00 | 0.00 | 0.04 | 0.00 | 0.02 | 0.05 | 0.48 | 0.06 | 0.00 | 0.72 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.00 | | V/C | 0.05 | | V/C | 0.72 | | 0.819 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.01 | | RTOG | 0.00 | | RTOG | 0.77 | | RTOG | 0.72 | | Right Turn Adjustment |
| RTOR | 0.29 | | RTOR | 0.05 | | RTOR | 0.05 | | RTOR | 0.05 | | |
| RTC | 0.22 | | RTC | 0.04 | | RTC | 0.80 | | RTC | 0.76 | | |
| Addl ICU | -0.22 | | Addl ICU | -0.01 | | Addl ICU | -0.74 | | Addl ICU | -0.65 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.87 | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2035 – NO PROJECT
2011 APPROVED PROJECT
AM PEAK HOUR**

IUSD High School #5 TIA
 Year 2035 No Project
 2011 Approved Project

Impact Analysis Report
 Level Of Service

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|----------------|-------------|----------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #282 Jeffrey Rd & Portola Pkwy | C | xxxxxx 0.734 | C | xxxxxx 0.734 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxxx 0.918 | E | xxxxxx 0.918 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | D | xxxxxx 0.816 | D | xxxxxx 0.816 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | B | xxxxxx 0.688 | B | xxxxxx 0.688 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx 0.427 | A | xxxxxx 0.427 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | C | xxxxxx 0.792 | C | xxxxxx 0.792 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | D | xxxxxx 0.869 | D | xxxxxx 0.869 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | C | 29.3 0.956 | C | 29.3 0.956 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | D | 36.2 1.013 | D | 36.2 1.013 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | E | xxxxxx 0.915 | E | xxxxxx 0.915 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 11.3 0.554 | B | 11.3 0.554 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | A | 3.7 0.716 | A | 3.7 0.716 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | E | xxxxxx 0.987 | E | xxxxxx 0.987 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | C | xxxxxx 0.752 | C | xxxxxx 0.752 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | C | xxxxxx 0.751 | C | xxxxxx 0.751 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | B | xxxxxx 0.637 | B | xxxxxx 0.637 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | C | 20.1 0.886 | C | 20.1 0.886 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 20.4 0.794 | C | 20.4 0.794 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | D | xxxxxx 0.887 | D | xxxxxx 0.887 | + 0.000 V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 17.5 0.518 | B | 17.5 0.518 | + 0.000 D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | B | 18.3 0.492 | B | 18.3 0.492 | + 0.000 D/V |
| #556 Ridge Valley & Portola Pkwy | A | xxxxxx 0.564 | A | xxxxxx 0.564 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 2.5 0.360 | A | 2.5 0.360 | + 0.000 V/C |

 IUSD High School #5 TIA
 Year 2035 No Project
 2011 Approved Project

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-----------|-------------|-----------|--------------|
| | Del/ LOS | V/ Veh | Del/ LOS | V/ Veh | |
| #558 "O" St & Irvine Blvd | C xxxxxx | 0.722 | C xxxxxx | 0.722 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | C xxxxxx | 0.780 | C xxxxxx | 0.780 | + 0.000 V/C |
| #560 "O" St & Marine Wy | A xxxxxx | 0.475 | A xxxxxx | 0.475 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | C xxxxxx | 0.734 | C xxxxxx | 0.734 | + 0.000 V/C |
| #566 Marine Wy & Barranca Pkwy | C xxxxxx | 0.714 | C xxxxxx | 0.714 | + 0.000 V/C |
| #567 Marine Wy & Alton Pkwy | C xxxxxx | 0.724 | C xxxxxx | 0.724 | + 0.000 V/C |
| #569 Bake Pkwy & Marine Wy | C xxxxxx | 0.750 | C xxxxxx | 0.750 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | B xxxxxx | 0.611 | B xxxxxx | 0.611 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | C xxxxxx | 0.778 | C xxxxxx | 0.778 | + 0.000 V/C |
| #603 "O" St & "LN" St | A xxxxxx | 0.417 | A xxxxxx | 0.417 | + 0.000 V/C |
| #605 "O" St & "LQ" St | A 3.4 | 0.462 | A 3.4 | 0.462 | + 0.000 V/C |
| #608 "O" St & "LV" St | A xxxxxx | 0.366 | A xxxxxx | 0.366 | + 0.000 V/C |
| #626 "LY" St & "LQ" St | A 4.6 | 0.353 | A 4.6 | 0.353 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | A xxxxxx | 0.579 | A xxxxxx | 0.579 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A 8.9 | 0.031 | A 8.9 | 0.031 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A 4.2 | 0.287 | A 4.2 | 0.287 | + 0.000 V/C |
| #787 "Z" St & "LQ" St | B 10.4 | 0.029 | B 10.4 | 0.029 | + 0.000 D/V |
| #790 "Z" St & Irvine Blvd | C xxxxxx | 0.791 | C xxxxxx | 0.791 | + 0.000 V/C |
| #798 "B" St & "LQ" St | A xxxxxx | 0.529 | A xxxxxx | 0.529 | + 0.000 V/C |
| #799 "B" St & Marine Wy | A xxxxxx | 0.553 | A xxxxxx | 0.553 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | E xxxxxx | 0.968 | E xxxxxx | 0.968 | + 0.000 V/C |

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Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

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Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Del.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=37]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=220]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

IUSD High School #5 TIA
Year 2035 No Project
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Lanes, Final Volume, Major Street Volume, and Minor Approach Volume.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

 IUSD High School #5 TIA
 Year 2035 No Project
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Peak Hour Delay Signal Warrant Report

 Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|---|-----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 23 | | 11 | 437 | 0 | 0 | | 0 | 0 | 256 | 0 | 0 |
| ApproachDel: | xxxxxx | | | | 10.4 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=27]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=731]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Year 2035 No Project
2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with columns for Approach (North, South, East, West Bound), Movement (L, T, R), Control (Stop Sign, Uncontrolled), Lanes, and Final Volume.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

IUSD High School #5 TIA
 Year 2035 No Project
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.734
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 41 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1012 | 25 | 33 | 26 | 20 | 9 | 31 | 1352 | 561 | 151 | 1146 | 20 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1012 | 25 | 33 | 26 | 20 | 9 | 31 | 1352 | 561 | 151 | 1146 | 20 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1012 | 25 | 0 | 26 | 20 | 9 | 31 | 1352 | 561 | 151 | 1146 | 20 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1012 | 25 | 0 | 26 | 20 | 9 | 31 | 1352 | 561 | 151 | 1146 | 20 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1012 | 25 | 0 | 26 | 20 | 9 | 31 | 1352 | 561 | 151 | 1146 | 20 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.95 | 0.05 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 5013 | 87 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.30 | 0.01 | 0.00 | 0.02 | 0.01 | 0.01 | 0.02 | 0.27 | 0.33 | 0.04 | 0.23 | 0.23 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |

IUSD High School #5 TIA
Year 2035 No Project
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns for saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity and critical moves. Rows include Vol/Sat and Crit Moves.

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 Year 2035 No Project
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.816
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | |
| Rights: | Include | | | Include | | | Include | | | WideBypass | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 180 | 635 | 155 | 70 | 1270 | 384 | 311 | 184 | 260 | 491 | 366 | 112 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 180 | 635 | 155 | 70 | 1270 | 384 | 311 | 184 | 260 | 491 | 366 | 112 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 180 | 635 | 155 | 70 | 1270 | 384 | 311 | 184 | 260 | 491 | 366 | 112 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 180 | 635 | 155 | 70 | 1270 | 384 | 311 | 184 | 260 | 491 | 366 | 112 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 180 | 635 | 155 | 70 | 1270 | 384 | 311 | 184 | 260 | 491 | 366 | 112 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.41 | 0.59 | 2.00 | 3.00 | 1.00 | 1.00 | 0.83 | 1.17 | 2.00 | 0.77 | 0.23 |
| Final Sat.: | 3400 | 4099 | 1001 | 3400 | 5100 | 1700 | 1700 | 1409 | 1991 | 3400 | 1302 | 398 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.15 | 0.15 | 0.02 | 0.25 | 0.23 | 0.18 | 0.13 | 0.13 | 0.14 | 0.28 | 0.28 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

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Year 2035 No Project
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 124 | 457 | 322 | 452 | 1014 | 117 | 198 | 1628 | 386 | 572 | 1579 | 121 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 124 | 457 | 322 | 452 | 1014 | 117 | 198 | 1628 | 386 | 572 | 1579 | 121 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 124 | 457 | 322 | 452 | 1014 | 117 | 198 | 1628 | 386 | 572 | 1579 | 121 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 124 | 457 | 322 | 452 | 1014 | 117 | 198 | 1628 | 386 | 572 | 1579 | 121 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 124 | 457 | 322 | 452 | 1014 | 117 | 198 | 1628 | 386 | 572 | 1579 | 121 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.09 | 0.09 | 0.13 | 0.30 | 0.07 | 0.06 | 0.24 | 0.23 | 0.17 | 0.31 | 0.07 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.869
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 72 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 204 | 406 | 241 | 394 | 2384 | 107 | 159 | 442 | 702 | 501 | 918 | 329 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 204 | 406 | 241 | 394 | 2384 | 107 | 159 | 442 | 702 | 501 | 918 | 329 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 204 | 406 | 0 | 394 | 2384 | 107 | 159 | 442 | 0 | 501 | 918 | 329 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 204 | 406 | 0 | 394 | 2384 | 107 | 159 | 442 | 0 | 501 | 918 | 329 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 204 | 406 | 0 | 394 | 2384 | 107 | 159 | 442 | 0 | 501 | 918 | 329 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.21 | 0.79 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3754 | 1346 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.08 | 0.00 | 0.12 | 0.47 | 0.06 | 0.05 | 0.09 | 0.00 | 0.15 | 0.24 | 0.24 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 No Project
2011 Approved Project

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 0 Average Delay (sec/veh): 29.3
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 No Project
2011 Approved Project

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.013
Loss Time (sec): 0 Average Delay (sec/veh): 36.2
Optimal Cycle: 180 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 No Project
2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.915
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 96 Level Of Service: E

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 0 Average Delay (sec/veh): 11.3
Optimal Cycle: 51 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume adjustments and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity analysis and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 0 Average Delay (sec/veh): 3.7
Optimal Cycle: 80 Level Of Service: A

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.987
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 1 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 274 | 480 | 97 | 339 | 1528 | 957 | 836 | 1548 | 761 | 280 | 1585 | 312 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 274 | 480 | 97 | 339 | 1528 | 957 | 836 | 1548 | 761 | 280 | 1585 | 312 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 274 | 480 | 0 | 339 | 1528 | 0 | 836 | 1548 | 761 | 280 | 1585 | 312 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 274 | 480 | 0 | 339 | 1528 | 0 | 836 | 1548 | 761 | 280 | 1585 | 312 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 274 | 480 | 0 | 339 | 1528 | 0 | 836 | 1548 | 761 | 280 | 1585 | 312 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.09 | 0.00 | 0.10 | 0.30 | 0.00 | 0.25 | 0.30 | 0.45 | 0.08 | 0.31 | 0.18 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.752
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 75 | 1236 | 103 | 69 | 2242 | 20 | 2 | 10 | 20 | 334 | 44 | 184 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 75 | 1236 | 103 | 69 | 2242 | 20 | 2 | 10 | 20 | 334 | 44 | 184 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 75 | 1236 | 0 | 69 | 2242 | 20 | 2 | 10 | 20 | 334 | 44 | 184 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 75 | 1236 | 0 | 69 | 2242 | 20 | 2 | 10 | 20 | 334 | 44 | 184 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 75 | 1236 | 0 | 69 | 2242 | 20 | 2 | 10 | 20 | 334 | 44 | 184 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.97 | 0.03 | 1.00 | 0.33 | 0.67 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 5055 | 45 | 1700 | 567 | 1133 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.24 | 0.00 | 0.04 | 0.44 | 0.44 | 0.00 | 0.02 | 0.02 | 0.20 | 0.03 | 0.11 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.751
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 0 Average Delay (sec/veh): 20.1
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 0 Average Delay (sec/veh): 20.4
Optimal Cycle: 111 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.887
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 0 Average Delay (sec/veh): 17.5
Optimal Cycle: 47 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 0 Average Delay (sec/veh): 18.3
Optimal Cycle: 45 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume categories and 12 rows of adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 3 rows of capacity analysis data.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.5 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 13 columns representing PCE types and volumes like AutoPCE, TruckPCE, ComboPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns representing different volume and adjustment factors.

Saturation Flow Module table with 13 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns representing capacity analysis metrics.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.475
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume types and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity analysis and 3 rows for Vol/Sat, Crit Moves, and a summary row.

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ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis. Rows include Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.724
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 701 | 640 | 252 | 78 | 262 | 220 | 291 | 1019 | 380 | 178 | 1291 | 138 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 701 | 640 | 252 | 78 | 262 | 220 | 291 | 1019 | 380 | 178 | 1291 | 138 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 701 | 640 | 252 | 78 | 262 | 220 | 291 | 1019 | 0 | 178 | 1291 | 138 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 701 | 640 | 252 | 78 | 262 | 220 | 291 | 1019 | 0 | 178 | 1291 | 138 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 701 | 640 | 252 | 78 | 262 | 220 | 291 | 1019 | 0 | 178 | 1291 | 138 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.21 | 0.19 | 0.15 | 0.05 | 0.08 | 0.13 | 0.09 | 0.20 | 0.00 | 0.05 | 0.25 | 0.08 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 43 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume and adjustment factors across the four approaches.

Saturation Flow Module table with 12 columns for saturation flow, adjustment, lanes, and final saturation.

Capacity Analysis Module table with 12 columns for volume per saturation and critical moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns for different volume and adjustment factors across the four approaches.

Saturation Flow Module table with 13 columns for saturation flow, adjustment, lanes, and final saturation.

Capacity Analysis Module table with 13 columns for volume/saturation and critical moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 48 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.417
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 21 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 54 | 142 | 37 | 1 | 658 | 31 | 15 | 18 | 83 | 124 | 34 | 3 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 54 | 142 | 37 | 1 | 658 | 31 | 15 | 18 | 83 | 124 | 34 | 3 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 54 | 142 | 37 | 1 | 658 | 31 | 15 | 18 | 83 | 124 | 34 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 54 | 142 | 37 | 1 | 658 | 31 | 15 | 18 | 83 | 124 | 34 | 3 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 54 | 142 | 37 | 1 | 658 | 31 | 15 | 18 | 83 | 124 | 34 | 3 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.59 | 0.41 | 1.00 | 1.91 | 0.09 | 1.00 | 0.18 | 0.82 | 1.00 | 0.92 | 0.08 |
| Final Sat.: | 1700 | 2697 | 703 | 1700 | 3247 | 153 | 1700 | 303 | 1397 | 1700 | 1562 | 138 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.05 | 0.05 | 0.00 | 0.20 | 0.20 | 0.01 | 0.06 | 0.06 | 0.07 | 0.02 | 0.02 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.4 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 13 columns representing PCE types and volumes like AutoPCE, TruckPCE, ComboPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.366
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.6 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 31 | 25 | 0 | 195 | 3 | 1 | 295 | 1 | 14 | 403 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 31 | 25 | 0 | 195 | 3 | 1 | 295 | 1 | 14 | 403 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 31 | 25 | 0 | 195 | 3 | 1 | 295 | 1 | 14 | 403 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 31 | 25 | 0 | 195 | 3 | 1 | 295 | 1 | 14 | 403 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 31 | 25 | 0 | 195 | 3 | 1 | 295 | 1 | 14 | 403 | 0 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|----|----|---|-----|---|---|-----|---|----|-----|---|
| AutoPCE: | 0 | 31 | 25 | 0 | 195 | 3 | 1 | 295 | 1 | 14 | 403 | 0 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 31 | 25 | 0 | 195 | 3 | 1 | 295 | 1 | 14 | 403 | 0 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 296 | 417 | 209 | 32 |
| MaxVolume: | 1040 | 975 | 1087 | 1183 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1040 | 975 | 1087 | 1183 |
| ApproachVol: | 56 | 198 | 297 | 417 |
| ApproachV/C: | 0.05 | 0.20 | 0.27 | 0.35 |
| ApproachDel: | 3.7 | 4.6 | 4.6 | 4.7 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.2 | 0.8 | 1.1 | 1.6 |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.579
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 47 | 0 | 50 | 0 | 0 | 0 | 0 | 2374 | 68 | 61 | 1999 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 47 | 0 | 50 | 0 | 0 | 0 | 0 | 2374 | 68 | 61 | 1999 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 47 | 0 | 50 | 0 | 0 | 0 | 0 | 2374 | 68 | 61 | 1999 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 47 | 0 | 50 | 0 | 0 | 0 | 0 | 2374 | 68 | 61 | 1999 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 47 | 0 | 50 | 0 | 0 | 0 | 0 | 2374 | 68 | 61 | 1999 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.47 | 0.04 | 0.04 | 0.39 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: A[8.9]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 1 0 0, etc.)

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 rows for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for gap components (Critical Gap, FollowUpTim) and 4 rows for North, South, East, West bounds.

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 rows for North, South, East, West bounds.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 rows for North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.2 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 85 | 0 | 67 | 4 | 327 | 0 | 0 | 303 | 23 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 85 | 0 | 67 | 4 | 327 | 0 | 0 | 303 | 23 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 85 | 0 | 67 | 4 | 327 | 0 | 0 | 303 | 23 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 85 | 0 | 67 | 4 | 327 | 0 | 0 | 303 | 23 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 85 | 0 | 67 | 4 | 327 | 0 | 0 | 303 | 23 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|----|---|----|---|-----|---|---|-----|----|
| AutoPCE: | 0 | 0 | 0 | 85 | 0 | 67 | 4 | 327 | 0 | 0 | 303 | 23 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 85 | 0 | 67 | 4 | 327 | 0 | 0 | 303 | 23 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 416 | 303 | 85 | 4 |
| MaxVolume: | xxxxxx | 1036 | 1154 | 1198 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1036 | 1154 | 1198 |
| ApproachVol: | xxxxxx | 152 | 331 | 326 |
| ApproachV/C: | 1.00 | 0.15 | 0.29 | 0.27 |
| ApproachDel: | xxxxxx | 4.1 | 4.4 | 4.1 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.5 | 1.2 | 1.1 |

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[10.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume).

Critical Gap Module: Table with 12 columns for critical gap and follow-up time components.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap.).

Level of Service Module: Table with 12 columns for level of service components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS).

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 25 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes for "B" St and "LQ" St.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module showing Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes. Rows include Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves. Rows include Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.968
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 159 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 60 | 17 | 240 | 137 | 68 | 34 | 25 | 2855 | 145 | 465 | 2115 | 54 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 60 | 17 | 240 | 137 | 68 | 34 | 25 | 2855 | 145 | 465 | 2115 | 54 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 60 | 17 | 240 | 137 | 68 | 34 | 25 | 2855 | 145 | 465 | 2115 | 54 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 60 | 17 | 240 | 137 | 68 | 34 | 25 | 2855 | 145 | 465 | 2115 | 54 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 60 | 17 | 240 | 137 | 68 | 34 | 25 | 2855 | 145 | 465 | 2115 | 54 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.67 | 0.33 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 1133 | 567 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.01 | 0.14 | 0.08 | 0.06 | 0.06 | 0.01 | 0.56 | 0.09 | 0.14 | 0.41 | 0.03 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 65 | 0 | 0 | 377 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.04 | 0.00 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.22 | V/C | | 0.00 | V/C | | 0.00 | 0.222 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.22 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.18 | |
| RTC | | 0.22 | RTC | | 0.22 | RTC | | 0.00 | RTC | | 0.14 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.22 | Addl ICU | | 0.00 | Addl ICU | | -0.14 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 47 | 0 | 0 | 377 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.03 | 0.00 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.22 | V/C | | 0.00 | V/C | | 0.00 | 0.222 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.22 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.19 | |
| RTC | | 0.22 | RTC | | 0.22 | RTC | | 0.00 | RTC | | 0.15 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.22 | Addl ICU | | 0.00 | Addl ICU | | -0.15 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.27 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 388 | 0 | 0 | 256 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.23 | 0.00 | 0.00 | 0.15 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.23 | V/C | | 0.00 | 0.228 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.23 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.06 | RTC | | 0.23 | RTC | | 0.23 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.06 | Addl ICU | | -0.23 | Addl ICU | | -0.23 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.28 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 388 | 0 | 0 | 256 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.23 | 0.00 | 0.00 | 0.15 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.23 | V/C | | 0.00 | 0.228 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.23 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.06 | RTC | | 0.23 | RTC | | 0.23 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.06 | Addl ICU | | -0.23 | Addl ICU | | -0.23 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.28 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 388 | 0 | 0 | 426 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.23 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.25 | V/C | | 0.00 | V/C | | 0.00 | 0.251 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.25 | RTOG | | 0.25 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | |
| RTC | | 0.25 | RTC | | 0.25 | RTC | | 0.00 | RTC | | 0.02 | |
| Addl ICU | | -0.25 | Addl ICU | | -0.25 | Addl ICU | | 0.00 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.30 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 318 | 0 | 0 | 426 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.19 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.25 | V/C | | 0.00 | V/C | | 0.00 | 0.251 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.25 | RTOG | | 0.25 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.06 | |
| RTC | | 0.25 | RTC | | 0.25 | RTC | | 0.00 | RTC | | 0.05 | |
| Addl ICU | | -0.25 | Addl ICU | | -0.25 | Addl ICU | | 0.00 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.30 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 318 | 0 | 0 | 552 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.19 | 0.00 | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.32 | V/C | | 0.00 | V/C | | 0.00 | 0.325 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.32 | RTOG | | 0.32 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.14 | |
| RTC | | 0.32 | RTC | | 0.32 | RTC | | 0.00 | RTC | | 0.10 | |
| Addl ICU | | -0.32 | Addl ICU | | -0.32 | Addl ICU | | 0.00 | Addl ICU | | -0.10 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.37 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 1012 | 25 | 33 | 26 | 20 | 9 | 31 | 1352 | 561 | 151 | 1146 | 20 | Volume |
| 0.30 | 0.01 | 0.00 | 0.02 | 0.01 | 0.01 | 0.02 | 0.27 | 0.33 | 0.04 | 0.22 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.30 | | V/C | 0.01 | | V/C | 0.27 | | V/C | 0.04 | | 0.619 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.29 | | RTOG | 0.01 | | RTOG | 0.27 | | RTOG | 0.29 | | Right Turn Adjustment |
| RTOR | 0.04 | | RTOR | 0.08 | | RTOR | 0.30 | | RTOR | 0.29 | | |
| RTC | 0.33 | | RTC | 0.08 | | RTC | 0.49 | | RTC | 0.51 | | |
| Addl ICU | -0.33 | | Addl ICU | -0.07 | | Addl ICU | -0.16 | | Addl ICU | -0.50 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 143 | 572 | 309 | 305 | 1027 | 102 | 136 | 1672 | 321 | 334 | 1988 | 264 | Volume |
| 0.04 | 0.11 | 0.00 | 0.09 | 0.20 | 0.06 | 0.04 | 0.33 | 0.19 | 0.10 | 0.39 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.20 | V/C | | 0.04 | V/C | | 0.39 | 0.673 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.20 | RTOG | | 0.33 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.13 | |
| RTC | | 0.23 | RTC | | 0.23 | RTC | | 0.36 | RTC | | 0.49 | |
| Addl ICU | | -0.23 | Addl ICU | | -0.17 | Addl ICU | | -0.17 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.72 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 0.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 4099 | 1001 | 3400 | 5100 | 1700 | 1700 | 850 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 180 | 635 | 155 | 70 | 1270 | 384 | 311 | 184 | 260 | 491 | 366 | 112 | Volume |
| 0.05 | 0.15 | 0.15 | 0.02 | 0.25 | 0.23 | 0.18 | 0.22 | 0.10 | 0.14 | 0.22 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.25 | V/C | | 0.18 | V/C | | 0.22 | 0.700 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.28 | RTOG | | 0.25 | RTOG | | 0.25 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.18 | RTOR | | 0.05 | RTOR | | 0.15 | |
| RTC | | 0.42 | RTC | | 0.39 | RTC | | 0.29 | RTC | | 0.33 | |
| Addl ICU | | -0.26 | Addl ICU | | -0.16 | Addl ICU | | -0.19 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.75 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 130 | 683 | 281 | 267 | 1530 | 351 | 251 | 647 | 151 | 613 | 876 | 80 | Volume |
| 0.04 | 0.13 | 0.17 | 0.08 | 0.23 | 0.21 | 0.07 | 0.19 | 0.09 | 0.18 | 0.26 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.04 | | V/C | 0.23 | | V/C | 0.19 | | V/C | 0.18 | | 0.634 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.18 | | RTOG | 0.23 | | RTOG | 0.19 | | RTOG | 0.30 | | Right Turn Adjustment |
| RTOR | 0.18 | | RTOR | 0.11 | | RTOR | 0.04 | | RTOR | 0.13 | | |
| RTC | 0.32 | | RTC | 0.31 | | RTC | 0.22 | | RTC | 0.39 | | |
| Addl ICU | -0.15 | | Addl ICU | -0.10 | | Addl ICU | -0.13 | | Addl ICU | -0.35 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 262 | 0 | 213 | 0 | 0 | 0 | 0 | 573 | 868 | 349 | 1020 | 0 | Volume |
| 0.08 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.10 | 0.30 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.08 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.30 | | 0.377 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.08 | | RTOG | -0.08 | | RTOG | 0.20 | | RTOG | 0.30 | | Right Turn Adjustment |
| RTOR | 0.13 | | RTOR | 0.00 | | RTOR | 0.08 | | RTOR | 0.08 | | |
| RTC | 0.18 | | RTC | -0.08 | | RTC | 0.26 | | RTC | 0.36 | | |
| Addl ICU | -0.11 | | Addl ICU | 0.08 | | Addl ICU | -0.26 | | Addl ICU | -0.36 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.43 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 124 | 457 | 322 | 452 | 1014 | 117 | 198 | 1628 | 386 | 572 | 1579 | 121 | Volume |
| 0.04 | 0.09 | 0.09 | 0.13 | 0.30 | 0.07 | 0.06 | 0.24 | 0.23 | 0.17 | 0.31 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.04 | | V/C | 0.30 | | V/C | 0.24 | | V/C | 0.17 | | 0.742 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.20 | | RTOG | 0.30 | | RTOG | 0.24 | | RTOG | 0.35 | | Right Turn Adjustment |
| RTOR | 0.17 | | RTOR | 0.10 | | RTOR | 0.04 | | RTOR | 0.25 | | |
| RTC | 0.33 | | RTC | 0.37 | | RTC | 0.27 | | RTC | 0.53 | | |
| Addl ICU | -0.23 | | Addl ICU | -0.30 | | Addl ICU | -0.04 | | Addl ICU | -0.46 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.79 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 204 | 406 | 241 | 394 | 2384 | 107 | 159 | 442 | 702 | 501 | 918 | 329 | Volume |
| 0.06 | 0.08 | 0.00 | 0.12 | 0.47 | 0.06 | 0.05 | 0.09 | 0.00 | 0.15 | 0.18 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.06 | V/C | | 0.47 | V/C | | 0.09 | V/C | | 0.15 | 0.761 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.47 | RTOG | | 0.09 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.05 | RTOR | | 0.06 | RTOR | | 0.45 | |
| RTC | | 0.52 | RTC | | 0.51 | RTC | | 0.13 | RTC | | 0.52 | |
| Addl ICU | | -0.52 | Addl ICU | | -0.45 | Addl ICU | | -0.13 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.81 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 0.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 1183 | 2217 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 253 | 1126 | 776 | 387 | 3335 | 370 | 144 | 270 | 319 | 417 | 196 | 313 | Volume |
| 0.07 | 0.17 | 0.46 | 0.11 | 0.49 | 0.22 | 0.12 | 0.12 | 0.09 | 0.12 | 0.08 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.07 | | V/C | 0.49 | | V/C | 0.12 | | V/C | 0.12 | | 0.809 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.45 | | RTOG | 0.49 | | RTOG | 0.12 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.12 | | RTOR | 0.17 | | RTOR | 0.07 | | RTOR | 0.40 | | |
| RTC | 0.54 | | RTC | 0.62 | | RTC | 0.18 | | RTC | 0.42 | | |
| Addl ICU | -0.09 | | Addl ICU | -0.40 | | Addl ICU | -0.08 | | Addl ICU | -0.30 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.86 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 1402 | 97 | 590 | 3369 | 0 | 753 | 2 | 1188 | 0 | 0 | 0 | Volume |
| 0.00 | 0.21 | 0.06 | 0.17 | 0.50 | 0.00 | 0.18 | 0.00 | 0.47 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | N/A | | Initial ICU |
| V/C | 0.00 | | V/C | 0.50 | | V/C | 0.18 | | V/C | 0.00 | | 0.673 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.32 | | RTOG | 0.50 | | RTOG | 0.18 | | RTOG | -0.18 | | Right Turn Adjustment |
| RTOR | 0.18 | | RTOR | 0.18 | | RTOR | 0.00 | | RTOR | 0.29 | | |
| RTC | 0.45 | | RTC | 0.63 | | RTC | 0.18 | | RTC | 0.04 | | |
| Addl ICU | -0.40 | | Addl ICU | -0.63 | | Addl ICU | 0.29 | | Addl ICU | -0.04 | | |
| | 0.00 | | | 0.00 | | | 0.29 | | | 0.00 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 1.01 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4793 | 307 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 16 | 1329 | 85 | 96 | 3911 | 75 | 17 | 1 | 14 | 72 | 4 | 86 | Volume |
| 0.01 | 0.28 | 0.28 | 0.06 | 0.77 | 0.04 | 0.01 | 0.00 | 0.01 | 0.04 | 0.00 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.01 | | V/C | 0.77 | | V/C | 0.00 | | V/C | 0.04 | | 0.819 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.72 | | RTOG | 0.77 | | RTOG | 0.00 | | RTOG | 0.03 | | Right Turn Adjustment |
| RTOR | 0.04 | | RTOR | 0.04 | | RTOR | 0.01 | | RTOR | 0.50 | | |
| RTC | 0.75 | | RTC | 0.80 | | RTC | 0.01 | | RTC | 0.41 | | |
| Addl ICU | -0.47 | | Addl ICU | -0.75 | | Addl ICU | 0.00 | | Addl ICU | -0.36 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.87 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 128 | 880 | 199 | 1721 | 1809 | 394 | 120 | 169 | 111 | 73 | 243 | 379 | Volume |
| 0.08 | 0.17 | 0.12 | 0.51 | 0.35 | 0.23 | 0.04 | 0.10 | 0.07 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.17 | | V/C | 0.51 | | V/C | 0.04 | | V/C | 0.14 | | 0.857 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.17 | | RTOG | 0.60 | | RTOG | 0.16 | | RTOG | 0.14 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.04 | | RTOR | 0.32 | | RTOR | 0.51 | | |
| RTC | 0.23 | | RTC | 0.63 | | RTC | 0.40 | | RTC | 0.52 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.40 | | Addl ICU | -0.33 | | Addl ICU | -0.52 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.91 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 239 | 0 | 233 | 0 | 2212 | 184 | 128 | 1883 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.07 | 0.00 | 0.33 | 0.11 | 0.08 | 0.37 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.14 | V/C | | 0.33 | V/C | | 0.08 | 0.541 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.14 | RTOG | | 0.14 | RTOG | | 0.33 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.03 | RTOR | | 0.14 | RTOR | | 0.14 | |
| RTC | | -0.08 | RTC | | 0.16 | RTC | | 0.43 | RTC | | 0.51 | |
| Addl ICU | | 0.08 | Addl ICU | | -0.10 | Addl ICU | | -0.32 | Addl ICU | | -0.51 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.59 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4622 | 478 | Total Saturation |
| 65 | 0 | 120 | 0 | 0 | 0 | 0 | 2315 | 151 | 0 | 1982 | 205 | Volume |
| 0.04 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.68 | 0.00 | 0.00 | 0.43 | 0.43 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.68 | V/C | | 0.00 | 0.719 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | -0.04 | RTOG | | 0.68 | RTOG | | 0.68 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.25 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.04 | RTC | | 0.15 | RTC | | 0.71 | RTC | | 0.71 | |
| Addl ICU | | 0.03 | Addl ICU | | -0.15 | Addl ICU | | -0.71 | Addl ICU | | -0.28 | |
| | | 0.03 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.80 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 274 | 480 | 97 | 339 | 1528 | 957 | 836 | 1548 | 761 | 280 | 1585 | 312 | Volume |
| 0.08 | 0.09 | 0.00 | 0.10 | 0.30 | 0.00 | 0.16 | 0.30 | 0.45 | 0.08 | 0.31 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.30 | V/C | | 0.16 | V/C | | 0.31 | 0.855 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.28 | RTOG | | 0.30 | RTOG | | 0.39 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.16 | RTOR | | 0.08 | RTOR | | 0.29 | |
| RTC | | 0.41 | RTC | | 0.42 | RTC | | 0.45 | RTC | | 0.53 | |
| Addl ICU | | -0.41 | Addl ICU | | -0.42 | Addl ICU | | -0.01 | Addl ICU | | -0.34 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.90 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|------|-----------------------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5055 | 45 | 1700 | 567 | 1133 | 1700 | 1700 | 1700 | Total Saturation |
| 75 | 1236 | 103 | 69 | 2242 | 20 | 2 | 10 | 20 | 334 | 44 | 184 | Volume |
| 0.04 | 0.24 | 0.00 | 0.04 | 0.44 | 0.44 | 0.00 | 0.02 | 0.02 | 0.20 | 0.03 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.04 | | V/C | 0.44 | | V/C | 0.02 | | V/C | 0.20 | | 0.702 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.45 | | RTOG | 0.44 | | RTOG | 0.02 | | RTOG | 0.21 | | Right Turn Adjustment |
| RTOR | 0.20 | | RTOR | 0.19 | | RTOR | 0.04 | | RTOR | 0.25 | | |
| RTC | 0.59 | | RTC | 0.58 | | RTC | 0.05 | | RTC | 0.40 | | |
| Addl ICU | -0.59 | | Addl ICU | -0.14 | | Addl ICU | -0.03 | | Addl ICU | -0.29 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | | 0.75 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 4941 | 159 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 165 | 1219 | 233 | 111 | 2301 | 74 | 12 | 12 | 31 | 447 | 42 | 104 | Volume |
| 0.10 | 0.24 | 0.00 | 0.03 | 0.47 | 0.47 | 0.01 | 0.01 | 0.00 | 0.13 | 0.02 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.10 | | V/C | 0.47 | | V/C | 0.01 | | V/C | 0.13 | | 0.701 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.53 | | RTOG | 0.47 | | RTOG | 0.01 | | RTOG | 0.13 | | Right Turn Adjustment |
| RTOR | 0.13 | | RTOR | 0.11 | | RTOR | 0.10 | | RTOR | 0.32 | | |
| RTC | 0.63 | | RTC | 0.55 | | RTC | 0.08 | | RTC | 0.37 | | |
| Addl ICU | -0.63 | | Addl ICU | -0.09 | | Addl ICU | -0.08 | | Addl ICU | -0.31 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.75 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2808 | 592 | Total Saturation |
| 6 | 994 | 124 | 97 | 1292 | 1282 | 582 | 178 | 11 | 206 | 446 | 94 | Volume |
| 0.00 | 0.19 | 0.00 | 0.03 | 0.25 | 0.00 | 0.17 | 0.05 | 0.01 | 0.06 | 0.16 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.25 | V/C | | 0.17 | V/C | | 0.16 | 0.587 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.25 | RTOG | | 0.27 | RTOG | | 0.16 | Right Turn Adjustment |
| RTOR | | 0.28 | RTOR | | 0.17 | RTOR | | 0.00 | RTOR | | 0.06 | |
| RTC | | 0.44 | RTC | | 0.38 | RTC | | 0.27 | RTC | | 0.21 | |
| Addl ICU | | -0.44 | Addl ICU | | -0.38 | Addl ICU | | -0.27 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.64 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3889 | 345 | 0 | 1156 | 0 | 0 | 0 | 0 | 158 | 0 | 1379 | Volume |
| 0.00 | 0.57 | 0.00 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.27 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.57 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.09 | 0.665 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.57 | RTOG | | 0.57 | RTOG | | -0.09 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.35 | RTOR | | 0.00 | |
| RTC | | 0.64 | RTC | | 0.64 | RTC | | 0.17 | RTC | | 0.09 | |
| Addl ICU | | -0.64 | Addl ICU | | -0.64 | Addl ICU | | -0.17 | Addl ICU | | 0.18 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.18 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.89 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 1468 | 0 | 0 | 994 | 378 | 2686 | 0 | 539 | 0 | 0 | 0 | Volume |
| 0.00 | 0.29 | 0.00 | 0.00 | 0.19 | 0.00 | 0.53 | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.29 | V/C | | 0.00 | V/C | | 0.53 | V/C | | 0.00 | 0.815 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.29 | RTOG | | 0.29 | RTOG | | 0.53 | RTOG | | -0.53 | Right Turn Adjustment |
| RTOR | | 0.53 | RTOR | | 0.53 | RTOR | | 0.09 | RTOR | | 0.00 | |
| RTC | | 0.68 | RTC | | 0.68 | RTC | | 0.60 | RTC | | -0.53 | |
| Addl ICU | | -0.68 | Addl ICU | | -0.68 | Addl ICU | | -0.28 | Addl ICU | | 0.53 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.86 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 242 | 0 | 426 | 0 | 856 | 421 | 376 | 1341 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.13 | 0.00 | 0.25 | 0.25 | 0.11 | 0.39 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.14 | V/C | | 0.00 | V/C | | 0.39 | 0.537 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.14 | RTOG | | 0.14 | RTOG | | 0.28 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.00 | RTOR | | 0.14 | RTOR | | 0.14 | |
| RTC | | -0.04 | RTC | | 0.14 | RTC | | 0.39 | RTC | | 0.50 | |
| Addl ICU | | 0.04 | Addl ICU | | -0.02 | Addl ICU | | -0.14 | Addl ICU | | -0.50 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.59 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 297 | 0 | 594 | 0 | 0 | 0 | 0 | 1065 | 53 | 141 | 1416 | 0 | Volume |
| 0.09 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 | 0.00 | 0.08 | 0.42 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.09 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.42 | | 0.504 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.09 | | RTOG | -0.09 | | RTOG | 0.33 | | RTOG | 0.42 | | Right Turn Adjustment |
| RTOR | 0.10 | | RTOR | 0.00 | | RTOR | 0.09 | | RTOR | 0.09 | | |
| RTC | 0.16 | | RTC | -0.09 | | RTC | 0.40 | | RTC | 0.48 | | |
| Addl ICU | 0.01 | | Addl ICU | 0.09 | | Addl ICU | -0.40 | | Addl ICU | -0.48 | | |
| | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.56 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 261 | 23 | 59 | 128 | 80 | 36 | 23 | 502 | 137 | 236 | 1083 | 20 | Volume |
| 0.15 | 0.01 | 0.03 | 0.08 | 0.02 | 0.02 | 0.01 | 0.15 | 0.08 | 0.14 | 0.32 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.15 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.32 | 0.509 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.02 | RTOG | | 0.19 | RTOG | | 0.32 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.01 | RTOR | | 0.15 | RTOR | | 0.16 | |
| RTC | | 0.24 | RTC | | 0.03 | RTC | | 0.31 | RTC | | 0.44 | |
| Addl ICU | | -0.21 | Addl ICU | | -0.01 | Addl ICU | | -0.23 | Addl ICU | | -0.43 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.56 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 196 | 1504 | 850 | 417 | 1283 | Total Saturation |
| 67 | 104 | 1 | 54 | 573 | 221 | 22 | 6 | 46 | 1 | 27 | 83 | Volume |
| 0.08 | 0.06 | 0.00 | 0.06 | 0.34 | 0.26 | 0.03 | 0.03 | 0.03 | 0.00 | 0.06 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.34 | V/C | | 0.03 | V/C | | 0.06 | 0.506 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.35 | RTOG | | 0.34 | RTOG | | 0.09 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.03 | RTOR | | 0.08 | RTOR | | 0.35 | |
| RTC | | 0.40 | RTC | | 0.36 | RTC | | 0.15 | RTC | | 0.33 | |
| Addl ICU | | -0.40 | Addl ICU | | -0.10 | Addl ICU | | -0.12 | Addl ICU | | -0.27 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.56 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 117 | 47 | 73 | 287 | 392 | 459 | 145 | 2076 | 311 | 180 | 1804 | 76 | Volume |
| 0.03 | 0.01 | 0.04 | 0.17 | 0.12 | 0.00 | 0.04 | 0.41 | 0.18 | 0.05 | 0.35 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.12 | | V/C | 0.41 | | V/C | 0.05 | | 0.610 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.02 | | RTOG | 0.12 | | RTOG | 0.41 | | RTOG | 0.42 | | Right Turn Adjustment |
| RTOR | 0.05 | | RTOR | 0.11 | | RTOR | 0.03 | | RTOR | 0.14 | | |
| RTC | 0.02 | | RTC | 0.20 | | RTC | 0.43 | | RTC | 0.52 | | |
| Addl ICU | 0.02 | | Addl ICU | -0.20 | | Addl ICU | -0.25 | | Addl ICU | -0.47 | | |
| | 0.02 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3221 | 179 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3208 | 192 | Total Saturation |
| 104 | 54 | 3 | 23 | 367 | 861 | 730 | 332 | 588 | 29 | 618 | 37 | Volume |
| 0.03 | 0.02 | 0.02 | 0.01 | 0.11 | 0.51 | 0.21 | 0.10 | 0.35 | 0.02 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.03 | V/C | | 0.11 | V/C | | 0.21 | V/C | | 0.19 | 0.546 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.11 | RTOG | | 0.39 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.31 | RTOR | | 0.21 | RTOR | | 0.03 | RTOR | | 0.12 | |
| RTC | | 0.36 | RTC | | 0.27 | RTC | | 0.41 | RTC | | 0.28 | |
| Addl ICU | | -0.34 | Addl ICU | | 0.24 | Addl ICU | | -0.07 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.24 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 372 | 0 | 149 | 74 | 1072 | 0 | 0 | 745 | 130 | Volume |
| 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.09 | 0.04 | 0.32 | 0.00 | 0.00 | 0.22 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.11 | V/C | | 0.32 | V/C | | 0.00 | 0.425 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.11 | RTOG | | 0.11 | RTOG | | 0.32 | RTOG | | 0.27 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.10 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | -0.11 | RTC | | 0.18 | RTC | | 0.40 | RTC | | 0.35 | |
| Addl ICU | | 0.11 | Addl ICU | | -0.09 | Addl ICU | | -0.40 | Addl ICU | | -0.28 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.47 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 30 | 0 | 34 | 0 | 0 | 0 | 0 | 2896 | 209 | 168 | 2027 | 0 | Volume |
| 0.02 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.57 | 0.12 | 0.10 | 0.40 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.00 | V/C | | 0.57 | V/C | | 0.10 | 0.684 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | -0.02 | RTOG | | 0.57 | RTOG | | 0.67 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.27 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.09 | RTC | | 0.18 | RTC | | 0.58 | RTC | | 0.68 | |
| Addl ICU | | -0.07 | Addl ICU | | -0.18 | Addl ICU | | -0.46 | Addl ICU | | -0.68 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.73 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 133 | 617 | 145 | 289 | 325 | 269 | 238 | 503 | 67 | 158 | 1085 | 556 | Volume |
| 0.08 | 0.18 | 0.09 | 0.09 | 0.10 | 0.16 | 0.07 | 0.15 | 0.04 | 0.05 | 0.32 | 0.33 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.18 | V/C | | 0.09 | V/C | | 0.07 | V/C | | 0.32 | 0.656 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.19 | RTOG | | 0.34 | RTOG | | 0.32 | Right Turn Adjustment |
| RTOR | | 0.24 | RTOR | | 0.07 | RTOR | | 0.17 | RTOR | | 0.09 | |
| RTC | | 0.36 | RTC | | 0.24 | RTC | | 0.47 | RTC | | 0.38 | |
| Addl ICU | | -0.28 | Addl ICU | | -0.08 | Addl ICU | | -0.43 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.71 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 701 | 640 | 252 | 78 | 262 | 220 | 291 | 1019 | 380 | 178 | 1291 | 138 | Volume |
| 0.21 | 0.19 | 0.15 | 0.05 | 0.08 | 0.13 | 0.09 | 0.20 | 0.00 | 0.05 | 0.25 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.21 | V/C | | 0.08 | V/C | | 0.09 | V/C | | 0.25 | 0.622 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.08 | RTOG | | 0.29 | RTOG | | 0.25 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.09 | RTOR | | 0.21 | RTOR | | 0.10 | |
| RTC | | 0.34 | RTC | | 0.14 | RTC | | 0.44 | RTC | | 0.32 | |
| Addl ICU | | -0.19 | Addl ICU | | -0.01 | Addl ICU | | -0.44 | Addl ICU | | -0.24 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 1700 | 7603 | 897 | 3400 | 1700 | 3400 | 3400 | 2403 | 997 | Total Saturation |
| 830 | 3075 | 106 | 44 | 2942 | 347 | 86 | 23 | 196 | 39 | 41 | 17 | Volume |
| 0.24 | 0.45 | 0.06 | 0.03 | 0.39 | 0.39 | 0.03 | 0.01 | 0.06 | 0.01 | 0.02 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.24 | V/C | | 0.39 | V/C | | 0.03 | V/C | | 0.02 | 0.673 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.61 | RTOG | | 0.39 | RTOG | | 0.03 | RTOG | | 0.02 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.24 | RTOR | | 0.18 | |
| RTC | | 0.63 | RTC | | 0.41 | RTC | | 0.21 | RTC | | 0.15 | |
| Addl ICU | | -0.56 | Addl ICU | | -0.02 | Addl ICU | | -0.16 | Addl ICU | | -0.13 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.72 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 279 | 1421 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 396 | 10 | 51 | 42 | 97 | 336 | 12 | 534 | 137 | 25 | 816 | 0 | Volume |
| 0.12 | 0.04 | 0.04 | 0.02 | 0.03 | 0.20 | 0.01 | 0.16 | 0.08 | 0.01 | 0.24 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.12 | V/C | | 0.03 | V/C | | 0.01 | V/C | | 0.24 | 0.392 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.03 | RTOG | | 0.23 | RTOG | | 0.24 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.01 | RTOR | | 0.12 | RTOR | | 0.11 | |
| RTC | | 0.19 | RTC | | 0.03 | RTC | | 0.32 | RTC | | 0.32 | |
| Addl ICU | | -0.15 | Addl ICU | | 0.16 | Addl ICU | | -0.24 | Addl ICU | | -0.32 | |
| | | 0.00 | | | 0.16 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.61 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 60 | 51 | 149 | 406 | 89 | 165 | 78 | 2322 | 58 | 111 | 1843 | 184 | Volume |
| 0.04 | 0.03 | 0.09 | 0.12 | 0.05 | 0.10 | 0.05 | 0.46 | 0.03 | 0.07 | 0.36 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.12 | | V/C | 0.46 | | V/C | 0.07 | | 0.670 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.03 | | RTOG | 0.11 | | RTOG | 0.46 | | RTOG | 0.47 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.16 | | RTOR | 0.10 | | RTOR | 0.12 | | |
| RTC | 0.08 | | RTC | 0.23 | | RTC | 0.53 | | RTC | 0.56 | | |
| Addl ICU | 0.01 | | Addl ICU | -0.14 | | Addl ICU | -0.49 | | Addl ICU | -0.46 | | |
| | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.73 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2697 | 703 | 1700 | 3247 | 153 | 1700 | 303 | 1397 | 1700 | 1562 | 138 | Total Saturation |
| 54 | 142 | 37 | 1 | 658 | 31 | 15 | 18 | 83 | 124 | 34 | 3 | Volume |
| 0.03 | 0.05 | 0.05 | 0.00 | 0.20 | 0.20 | 0.01 | 0.06 | 0.06 | 0.07 | 0.02 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.20 | | V/C | 0.06 | | V/C | 0.07 | | 0.367 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.23 | | RTOG | 0.20 | | RTOG | 0.06 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.11 | | RTOR | 0.03 | | RTOR | 0.18 | | |
| RTC | 0.29 | | RTC | 0.29 | | RTC | 0.08 | | RTC | 0.26 | | |
| Addl ICU | -0.24 | | Addl ICU | -0.08 | | Addl ICU | -0.02 | | Addl ICU | -0.24 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.42 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | Total Saturation |
| 139 | 231 | 201 | 25 | 886 | 56 | 6 | 29 | 68 | 210 | 108 | 10 | Volume |
| 0.16 | 0.14 | 0.24 | 0.03 | 0.52 | 0.07 | 0.01 | 0.02 | 0.08 | 0.25 | 0.06 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.16 | V/C | | 0.52 | V/C | | 0.02 | V/C | | 0.25 | 0.949 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.66 | RTOG | | 0.52 | RTOG | | 0.02 | RTOG | | 0.26 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.20 | RTOR | | 0.16 | RTOR | | 0.55 | |
| RTC | | 0.84 | RTC | | 0.67 | RTC | | 0.14 | RTC | | 0.67 | |
| Addl ICU | | -0.60 | Addl ICU | | -0.61 | Addl ICU | | -0.06 | Addl ICU | | -0.66 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 1.00 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3186 | 214 | 0 | 2566 | 834 | 1700 | 181 | 1519 | 1700 | 1504 | 196 | Total Saturation |
| 13 | 149 | 10 | 0 | 609 | 198 | 17 | 5 | 42 | 73 | 23 | 3 | Volume |
| 0.01 | 0.05 | 0.05 | 0.00 | 0.24 | 0.24 | 0.01 | 0.03 | 0.03 | 0.04 | 0.02 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.24 | V/C | | 0.03 | V/C | | 0.04 | 0.316 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.25 | RTOG | | 0.24 | RTOG | | 0.03 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.06 | RTOR | | 0.01 | RTOR | | 0.20 | |
| RTC | | 0.28 | RTC | | 0.28 | RTC | | 0.03 | RTC | | 0.21 | |
| Addl ICU | | -0.23 | Addl ICU | | -0.04 | Addl ICU | | -0.01 | Addl ICU | | -0.19 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.37 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 941 | 759 | 0 | 1674 | 26 | 850 | 1694 | 6 | 850 | 1700 | 0 | Total Saturation |
| 0 | 31 | 25 | 0 | 195 | 3 | 1 | 295 | 1 | 14 | 403 | 0 | Volume |
| 0.00 | 0.03 | 0.03 | 0.00 | 0.12 | 0.12 | 0.00 | 0.17 | 0.17 | 0.02 | 0.24 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.24 | 0.355 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.12 | RTOG | | 0.22 | RTOG | | 0.24 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.08 | |
| RTC | | 0.16 | RTC | | 0.12 | RTC | | 0.22 | RTC | | 0.30 | |
| Addl ICU | | -0.13 | Addl ICU | | 0.00 | Addl ICU | | -0.05 | Addl ICU | | -0.30 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.40 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 47 | 0 | 50 | 0 | 0 | 0 | 0 | 2374 | 68 | 61 | 1999 | 0 | Volume |
| 0.03 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.47 | 0.04 | 0.04 | 0.39 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.00 | V/C | | 0.47 | V/C | | 0.04 | 0.529 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | -0.03 | RTOG | | 0.47 | RTOG | | 0.50 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.11 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.05 | RTC | | 0.05 | RTC | | 0.49 | RTC | | 0.52 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.05 | Addl ICU | | -0.45 | Addl ICU | | -0.52 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 3 | 31 | 0 | 0 | 42 | 107 | 29 | 0 | 8 | 0 | 0 | 0 | Volume |
| 0.00 | 0.02 | 0.00 | 0.00 | 0.02 | 0.06 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.02 | V/C | | 0.02 | V/C | | 0.00 | 0.044 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.02 | RTOG | | 0.02 | RTOG | | -0.02 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.01 | |
| RTC | | 0.04 | RTC | | 0.04 | RTC | | 0.02 | RTC | | -0.01 | |
| Addl ICU | | -0.04 | Addl ICU | | 0.03 | Addl ICU | | -0.01 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.03 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.12 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 21 | 1679 | 0 | 0 | 1580 | 120 | Total Saturation |
| 0 | 0 | 0 | 85 | 0 | 67 | 4 | 327 | 0 | 0 | 303 | 23 | Volume |
| 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.08 | 0.19 | 0.19 | 0.00 | 0.00 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.10 | V/C | | 0.19 | V/C | | 0.19 | 0.486 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.10 | RTOG | | 0.10 | RTOG | | 0.39 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.19 | RTOR | | 0.10 | RTOR | | 0.10 | |
| RTC | | 0.04 | RTC | | 0.25 | RTC | | 0.46 | RTC | | 0.27 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.17 | Addl ICU | | -0.46 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.54 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 42 | 1658 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 4 | 0 | 23 | 11 | 437 | 0 | 0 | 256 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.26 | 0.26 | 0.00 | 0.00 | 0.15 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.26 | V/C | | 0.15 | 0.419 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.41 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.26 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.11 | RTC | | 0.20 | RTC | | 0.42 | RTC | | 0.15 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.18 | Addl ICU | | -0.42 | Addl ICU | | -0.15 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.47 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 54 | 8 | 78 | 197 | 34 | 135 | 39 | 2806 | 68 | 50 | 1976 | 29 | Volume |
| 0.03 | 0.00 | 0.05 | 0.12 | 0.02 | 0.08 | 0.02 | 0.55 | 0.04 | 0.03 | 0.39 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.55 | V/C | | 0.03 | 0.700 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.09 | RTOG | | 0.55 | RTOG | | 0.56 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.19 | RTOR | | 0.10 | RTOR | | 0.12 | |
| RTC | | 0.03 | RTC | | 0.23 | RTC | | 0.63 | RTC | | 0.64 | |
| Addl ICU | | 0.02 | Addl ICU | | -0.15 | Addl ICU | | -0.59 | Addl ICU | | -0.63 | |
| | | 0.02 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.77 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1665 | 35 | 0 | 1700 | 0 | 0 | 1488 | 212 | 1700 | 1700 | 0 | Total Saturation |
| 8 | 47 | 1 | 0 | 356 | 0 | 0 | 387 | 55 | 8 | 249 | 0 | Volume |
| 0.00 | 0.03 | 0.03 | 0.00 | 0.21 | 0.00 | 0.00 | 0.26 | 0.26 | 0.00 | 0.15 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.21 | V/C | | 0.26 | V/C | | 0.00 | 0.479 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.21 | RTOG | | 0.26 | RTOG | | 0.26 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.12 | RTOR | | 0.00 | RTOR | | 0.19 | |
| RTC | | 0.22 | RTC | | 0.30 | RTC | | 0.26 | RTC | | 0.40 | |
| Addl ICU | | -0.19 | Addl ICU | | -0.30 | Addl ICU | | 0.00 | Addl ICU | | -0.40 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.53 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 1 | 0 | 191 | 0 | 240 | 116 | 747 | 0 | 0 | 999 | 121 | Volume |
| 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.14 | 0.07 | 0.22 | 0.00 | 0.00 | 0.29 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.11 | | V/C | 0.07 | | V/C | 0.29 | | 0.474 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.00 | | RTOG | 0.11 | | RTOG | 0.36 | | RTOG | 0.29 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.07 | | RTOR | 0.11 | | RTOR | 0.11 | | |
| RTC | 0.11 | | RTC | 0.16 | | RTC | 0.45 | | RTC | 0.38 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.02 | | Addl ICU | -0.45 | | Addl ICU | -0.31 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.52 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1133 | 567 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 60 | 17 | 240 | 137 | 68 | 34 | 25 | 2855 | 145 | 465 | 2115 | 54 | Volume |
| 0.04 | 0.01 | 0.14 | 0.08 | 0.06 | 0.06 | 0.01 | 0.56 | 0.09 | 0.14 | 0.41 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.01 | | V/C | 0.08 | | V/C | 0.56 | | V/C | 0.14 | | 0.787 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.01 | | RTOG | 0.06 | | RTOG | 0.56 | | RTOG | 0.68 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.28 | | RTOR | 0.03 | | RTOR | 0.08 | | |
| RTC | 0.11 | | RTC | 0.27 | | RTC | 0.58 | | RTC | 0.74 | | |
| Addl ICU | 0.03 | | Addl ICU | -0.21 | | Addl ICU | -0.50 | | Addl ICU | -0.71 | | |
| | 0.03 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.87 |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2035 – NO PROJECT
2011 APPROVED PROJECT
PM PEAK HOUR**

IUSD High School #5 TIA
 Year 2035 No Project
 2011 Approved Project

Impact Analysis Report
 Level Of Service

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|----------------|-------------|----------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #282 Jeffrey Rd & Portola Pkwy | B | xxxxxx 0.666 | B | xxxxxx 0.666 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxxx 0.927 | E | xxxxxx 0.927 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | C | xxxxxx 0.743 | C | xxxxxx 0.743 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | D | xxxxxx 0.874 | D | xxxxxx 0.874 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx 0.594 | A | xxxxxx 0.594 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | C | xxxxxx 0.799 | C | xxxxxx 0.799 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | E | xxxxxx 0.912 | E | xxxxxx 0.912 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | E | 56.9 1.073 | E | 56.9 1.073 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 17.1 0.832 | B | 17.1 0.832 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxxx 1.128 | F | xxxxxx 1.128 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | A | 8.4 0.605 | A | 8.4 0.605 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 11.2 0.795 | B | 11.2 0.795 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | F | xxxxxx 1.048 | F | xxxxxx 1.048 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | B | xxxxxx 0.654 | B | xxxxxx 0.654 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx 0.595 | A | xxxxxx 0.595 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | D | xxxxxx 0.826 | D | xxxxxx 0.826 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | A | 7.1 0.610 | A | 7.1 0.610 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 24.2 0.890 | C | 24.2 0.890 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | E | xxxxxx 0.915 | E | xxxxxx 0.915 | + 0.000 V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 13.5 0.526 | B | 13.5 0.526 | + 0.000 D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | C | 20.4 0.582 | C | 20.4 0.582 | + 0.000 D/V |
| #556 Ridge Valley & Portola Pkwy | C | xxxxxx 0.734 | C | xxxxxx 0.734 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 2.7 0.241 | A | 2.7 0.241 | + 0.000 V/C |

IUSD High School #5 TIA
 Year 2035 No Project
 2011 Approved Project

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #558 "O" St & Irvine Blvd | D xxxxx | 0.834 | D xxxxx | 0.834 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | C xxxxx | 0.738 | C xxxxx | 0.738 | + 0.000 V/C |
| #560 "O" St & Marine Wy | C xxxxx | 0.719 | C xxxxx | 0.719 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | C xxxxx | 0.758 | C xxxxx | 0.758 | + 0.000 V/C |
| #566 Marine Wy & Barranca Pkwy | B xxxxx | 0.676 | B xxxxx | 0.676 | + 0.000 V/C |
| #567 Marine Wy & Alton Pkwy | B xxxxx | 0.670 | B xxxxx | 0.670 | + 0.000 V/C |
| #569 Bake Pkwy & Marine Wy | C xxxxx | 0.787 | C xxxxx | 0.787 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | A xxxxx | 0.531 | A xxxxx | 0.531 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | D xxxxx | 0.827 | D xxxxx | 0.827 | + 0.000 V/C |
| #603 "O" St & "LN" St | A xxxxx | 0.354 | A xxxxx | 0.354 | + 0.000 V/C |
| #605 "O" St & "LQ" St | A 3.5 | 0.438 | A 3.5 | 0.438 | + 0.000 V/C |
| #608 "O" St & "LV" St | A xxxxx | 0.343 | A xxxxx | 0.343 | + 0.000 V/C |
| #626 "LY" St & "LQ" St | A 4.6 | 0.331 | A 4.6 | 0.331 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | B xxxxx | 0.630 | B xxxxx | 0.630 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | B 10.0 | 0.076 | B 10.0 | 0.076 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A 4.3 | 0.315 | A 4.3 | 0.315 | + 0.000 V/C |
| #787 "Z" St & "LQ" St | B 10.2 | 0.046 | B 10.2 | 0.046 | + 0.000 D/V |
| #790 "Z" St & Irvine Blvd | C xxxxx | 0.789 | C xxxxx | 0.789 | + 0.000 V/C |
| #798 "B" St & "LQ" St | A xxxxx | 0.408 | A xxxxx | 0.408 | + 0.000 V/C |
| #799 "B" St & Marine Wy | B xxxxx | 0.639 | B xxxxx | 0.639 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | E xxxxx | 0.949 | E xxxxx | 0.949 | + 0.000 V/C |

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Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

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Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, FinalVolume, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=67]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=319]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|----|------------|---|----|---|------------|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| FinalVolume: | 10 | 112 | 0 | 0 | 0 | 0 | 111 | 19 | 57 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | | | | | 252 | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 67 | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 967 | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Peak Hour Delay Signal Warrant Report

 Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 55 | 290 | 0 | 0 | 0 | 0 | 361 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | | 10.2 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=1]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=707]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Lanes, Final Volume, Major Street Volume, and Minor Approach Volume.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns for different volume and adjustment factors across four approaches.

Saturation Flow Module table with 13 columns for saturation flow, adjustment, lanes, and final saturation.

Capacity Analysis Module table with 13 columns for volume/saturation and critical moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.927
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 106 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 112 | 805 | 403 | 234 | 431 | 166 | 107 | 1529 | 278 | 292 | 2105 | 382 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 112 | 805 | 403 | 234 | 431 | 166 | 107 | 1529 | 278 | 292 | 2105 | 382 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 112 | 805 | 0 | 234 | 431 | 166 | 107 | 1529 | 278 | 292 | 2105 | 382 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 112 | 805 | 0 | 234 | 431 | 166 | 107 | 1529 | 278 | 292 | 2105 | 382 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 112 | 805 | 0 | 234 | 431 | 166 | 107 | 1529 | 278 | 292 | 2105 | 382 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.54 | 0.46 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4315 | 785 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.16 | 0.00 | 0.07 | 0.08 | 0.10 | 0.03 | 0.35 | 0.35 | 0.09 | 0.62 | 0.22 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.874
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.912
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 94 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 725 | 2116 | 466 | 390 | 763 | 172 | 206 | 601 | 238 | 422 | 538 | 462 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 725 | 2116 | 466 | 390 | 763 | 172 | 206 | 601 | 238 | 422 | 538 | 462 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 725 | 2116 | 0 | 390 | 763 | 172 | 206 | 601 | 0 | 422 | 538 | 462 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 725 | 2116 | 0 | 390 | 763 | 172 | 206 | 601 | 0 | 422 | 538 | 462 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 725 | 2116 | 0 | 390 | 763 | 172 | 206 | 601 | 0 | 422 | 538 | 462 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.21 | 0.41 | 0.00 | 0.11 | 0.15 | 0.10 | 0.06 | 0.12 | 0.00 | 0.12 | 0.16 | 0.27 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.073
Loss Time (sec): 0 Average Delay (sec/veh): 56.9
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow parameters like Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 0 Average Delay (sec/veh): 17.1
Optimal Cycle: 135 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.128
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 0 Average Delay (sec/veh): 8.4
Optimal Cycle: 58 Level Of Service: A

Table with 4 main columns: North Bound, South Bound, East Bound, West Bound. Sub-columns: L, T, R. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume metrics (Base Vol, Growth Adj, etc.) and 4 main columns for North, South, East, West bounds.

Saturation Flow Module: Table with 12 columns for saturation flow metrics (Sat/Lane, Adjustment, etc.) and 4 main columns for North, South, East, West bounds.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics (Vol/Sat, Crit Moves, etc.) and 4 main columns for North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.795
Loss Time (sec): 0 Average Delay (sec/veh): 11.2
Optimal Cycle: 111 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.048
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.654
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 0 Average Delay (sec/veh): 7.1
Optimal Cycle: 58 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 0 Average Delay (sec/veh): 24.2
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.915
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 0 Average Delay (sec/veh): 13.5
Optimal Cycle: 48 Level Of Service: B

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 0 Average Delay (sec/veh): 20.4
Optimal Cycle: 55 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.734
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 41 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | WideBypass | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 176 | 101 | 327 | 28 | 64 | 17 | 8 | 1024 | 176 | 106 | 647 | 85 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 176 | 101 | 327 | 28 | 64 | 17 | 8 | 1024 | 176 | 106 | 647 | 85 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 176 | 101 | 327 | 28 | 64 | 17 | 8 | 1024 | 176 | 106 | 647 | 85 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 176 | 101 | 327 | 28 | 64 | 17 | 8 | 1024 | 176 | 106 | 647 | 85 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 176 | 101 | 327 | 28 | 64 | 17 | 8 | 1024 | 176 | 106 | 647 | 85 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.24 | 0.76 | 1.00 | 1.58 | 0.42 | 1.00 | 1.71 | 0.29 | 1.00 | 1.77 | 0.23 |
| Final Sat.: | 1700 | 401 | 1299 | 1700 | 2686 | 714 | 1700 | 2901 | 499 | 1700 | 3005 | 395 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.25 | 0.25 | 0.02 | 0.02 | 0.02 | 0.00 | 0.35 | 0.35 | 0.06 | 0.22 | 0.22 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.7 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing traffic volumes and adjustment factors for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

PCE Module:

Table with 13 columns representing PCE volumes and adjustment factors for AutoPCE, TruckPCE, ComboPCE, BicyclePCE, and AdjVolume.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics: CircVolume, MaxVolume, PedVolume, AdjMaxVol, ApproachVol, ApproachV/C, ApproachDel, ApproachLOS, and Queue.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing capacity analysis metrics.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume types and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity analysis values and 2 rows for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.531
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.354
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.5 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control (Yield Sign) and Lanes (2, 2, 1, 1).

Volume Module:

Table with 13 columns for various volume and adjustment factors (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume).

PCE Module:

Table with 13 columns for PCE-related metrics (AutoPCE, TruckPCE, ComboPCE, BicyclePCE, AdjVolume).

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns for delay-related metrics (CircVolume, MaxVolume, PedVolume, AdjMaxVol, ApproachVol, ApproachV/C, ApproachDel, ApproachLOS, Queue).

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.343
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.6 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 12 columns representing different PCE types like AutoPCE, TruckPCE, ComboPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity metrics and 2 rows for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[10.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustment factors like Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time values.

Capacity Module: Table with 12 columns showing conflict volume, potent capacity, move capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing delay, LOS by movement, shared capacity, shared queue, shared delay, shared LOS, approach delay, and approach LOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.3 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module:

Table showing volume adjustments: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

PCE Module:

Table showing PCE adjustments: AutoPCE, TruckPCE, ComboPCE, BicyclePCE, AdjVolume.

Delay Module: >> Time Period: 0.25 hours <<

Table showing delay metrics: CircVolume, MaxVolume, PedVolume, AdjMaxVol, ApproachVol, ApproachV/C, ApproachDel, ApproachLOS, Queue.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[10.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 13 columns for traffic volumes and adjustment factors like Growth Adj, Initial Bse, User Adj, PHF Adj, etc.

Critical Gap Module table with 13 columns for critical gap and follow-up time values.

Capacity Module table with 13 columns for conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module table with 13 columns for delay, LOS, and approach delay values.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows including Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes for "B" St and "LQ" St.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
 Year 2035 No Project
 2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 1 | 0 | 139 | 0 | 218 | 240 | 744 | 0 | 0 | 1086 | 234 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1 | 0 | 139 | 0 | 218 | 240 | 744 | 0 | 0 | 1086 | 234 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1 | 0 | 139 | 0 | 218 | 240 | 744 | 0 | 0 | 1086 | 234 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1 | 0 | 139 | 0 | 218 | 240 | 744 | 0 | 0 | 1086 | 234 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1 | 0 | 139 | 0 | 218 | 240 | 744 | 0 | 0 | 1086 | 234 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 0 | 1700 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.13 | 0.14 | 0.22 | 0.00 | 0.00 | 0.32 | 0.14 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
Year 2035 No Project
2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.949
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 129 Level Of Service: E

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 302 | 0 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.18 | 0.00 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.178 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.18 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.10 | RTOR | | 0.00 | |
| RTC | | 0.18 | RTC | | 0.18 | RTC | | 0.07 | RTC | | 0.00 | |
| Addl ICU | | -0.18 | Addl ICU | | -0.18 | Addl ICU | | -0.07 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.23 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 281 | 0 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.17 | 0.00 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.17 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.165 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.17 | RTOG | | 0.17 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.00 | |
| RTC | | 0.17 | RTC | | 0.17 | RTC | | 0.06 | RTC | | 0.00 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.17 | Addl ICU | | -0.06 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.22 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | | | | | | |
|---|------|-------|-----------|-----------|------|----------|------|-----------|--------------|-------|------|-----------------------------------|--|-------------|--|-----------------------|--|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | | | | | | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | | | | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes | | | | | |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 278 | 0 | 0 | 321 | 0 | Volume | | | | | |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | 0.19 | 0.00 | Vol/Sat | | | | | |
| <i>Critical Movements</i> | | | | | | | | | | | | | | | | | |
| Direction | | N/A | | Direction | | N/A | | Direction | | EBL | | Direction | | WBT | | Initial ICU | |
| V/C | | 0.00 | | V/C | | 0.00 | | V/C | | 0.00 | | V/C | | 0.19 | | 0.189 | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | | | | | | |
| RTOG | | 0.00 | | RTOG | | 0.00 | | RTOG | | 0.19 | | RTOG | | 0.19 | | Right Turn Adjustment | |
| RTOR | | 0.03 | | RTOR | | 0.00 | | RTOR | | 0.00 | | RTOR | | 0.00 | | | |
| RTC | | 0.02 | | RTC | | 0.00 | | RTC | | 0.19 | | RTC | | 0.19 | | | |
| Addl ICU | | -0.02 | | Addl ICU | | 0.00 | | Addl ICU | | -0.19 | | Addl ICU | | -0.19 | | | |
| | | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| | | | | | | | | | | | | Clearance Interval | | 0.05 | | | |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | | 0.24 | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 278 | 0 | 0 | 321 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | 0.19 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.19 | | 0.189 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.00 | | RTOG | 0.00 | | RTOG | 0.19 | | RTOG | 0.19 | | Right Turn Adjustment |
| RTOR | 0.03 | | RTOR | 0.00 | | RTOR | 0.00 | | RTOR | 0.00 | | |
| RTC | 0.02 | | RTC | 0.00 | | RTC | 0.19 | | RTC | 0.19 | | |
| Addl ICU | -0.02 | | Addl ICU | 0.00 | | Addl ICU | -0.19 | | Addl ICU | -0.19 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.24 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 278 | 0 | 0 | 365 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.16 | 0.00 | 0.00 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.21 | V/C | | 0.00 | V/C | | 0.00 | 0.215 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.21 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.05 | |
| RTC | | 0.21 | RTC | | 0.21 | RTC | | 0.00 | RTC | | 0.04 | |
| Addl ICU | | -0.21 | Addl ICU | | -0.21 | Addl ICU | | 0.00 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.26 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 647 | 0 | 0 | 365 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.38 | 0.00 | 0.00 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.38 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.381 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.38 | RTOG | | 0.38 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.17 | RTOR | | 0.00 | |
| RTC | | 0.38 | RTC | | 0.38 | RTC | | 0.12 | RTC | | 0.00 | |
| Addl ICU | | -0.38 | Addl ICU | | -0.38 | Addl ICU | | -0.12 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.43 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 647 | 0 | 0 | 398 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.38 | 0.00 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.38 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.381 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.38 | RTOG | | 0.38 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.15 | RTOR | | 0.00 | |
| RTC | | 0.38 | RTC | | 0.38 | RTC | | 0.11 | RTC | | 0.00 | |
| Addl ICU | | -0.38 | Addl ICU | | -0.38 | Addl ICU | | -0.11 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.43 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|----------------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 752 | 31 | 72 | 126 | 68 | 42 | 131 | 1184 | 441 | 323 | 891 | 31 | Volume |
| 0.22 | 0.02 | 0.00 | 0.07 | 0.04 | 0.02 | 0.08 | 0.23 | 0.26 | 0.10 | 0.17 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.22 | | V/C | 0.04 | | V/C | 0.23 | | V/C | 0.10 | | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.19 | | RTOG | 0.04 | | RTOG | 0.23 | | RTOG | 0.25 | | Right Turn Adjustment |
| RTOR | 0.10 | | RTOR | 0.15 | | RTOR | 0.22 | | RTOR | 0.24 | | |
| RTC | 0.26 | | RTC | 0.15 | | RTC | 0.40 | | RTC | 0.43 | | |
| Addl ICU | -0.26 | | Addl ICU | -0.13 | | Addl ICU | -0.14 | | Addl ICU | -0.41 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | |
| | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 112 | 805 | 403 | 234 | 431 | 166 | 107 | 1529 | 278 | 292 | 2105 | 382 | Volume |
| 0.03 | 0.16 | 0.00 | 0.07 | 0.08 | 0.10 | 0.03 | 0.30 | 0.16 | 0.09 | 0.41 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.07 | V/C | | 0.03 | V/C | | 0.41 | 0.671 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.19 | RTOG | | 0.36 | RTOG | | 0.41 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.03 | RTOR | | 0.14 | RTOR | | 0.07 | |
| RTC | | 0.27 | RTC | | 0.22 | RTC | | 0.46 | RTC | | 0.46 | |
| Addl ICU | | -0.27 | Addl ICU | | -0.12 | Addl ICU | | -0.30 | Addl ICU | | -0.24 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.72 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 0.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3830 | 1270 | 3400 | 5100 | 1700 | 1700 | 850 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 399 | 1264 | 419 | 69 | 688 | 253 | 247 | 255 | 252 | 223 | 241 | 95 | Volume |
| 0.12 | 0.33 | 0.33 | 0.02 | 0.13 | 0.15 | 0.15 | 0.30 | 0.10 | 0.07 | 0.14 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.33 | V/C | | 0.02 | V/C | | 0.30 | V/C | | 0.07 | 0.716 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.33 | RTOG | | 0.23 | RTOG | | 0.30 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.22 | RTOR | | 0.22 | RTOR | | 0.02 | |
| RTC | | 0.38 | RTC | | 0.40 | RTC | | 0.46 | RTC | | 0.24 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.25 | Addl ICU | | -0.36 | Addl ICU | | -0.18 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 242 | 1936 | 501 | 97 | 942 | 151 | 373 | 674 | 162 | 265 | 706 | 277 | Volume |
| 0.07 | 0.38 | 0.29 | 0.03 | 0.14 | 0.09 | 0.11 | 0.20 | 0.10 | 0.08 | 0.21 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.38 | | V/C | 0.03 | | V/C | 0.11 | | V/C | 0.21 | | 0.725 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.38 | | RTOG | 0.34 | | RTOG | 0.24 | | RTOG | 0.21 | | Right Turn Adjustment |
| RTOR | 0.12 | | RTOR | 0.11 | | RTOR | 0.27 | | RTOR | 0.03 | | |
| RTC | 0.47 | | RTC | 0.42 | | RTC | 0.44 | | RTC | 0.23 | | |
| Addl ICU | -0.17 | | Addl ICU | -0.33 | | Addl ICU | -0.35 | | Addl ICU | -0.07 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 825 | 0 | 338 | 0 | 0 | 0 | 0 | 771 | 284 | 254 | 726 | 0 | Volume |
| 0.24 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.23 | 0.00 | 0.07 | 0.21 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.24 | | V/C | 0.00 | | V/C | 0.23 | | V/C | 0.07 | | 0.544 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.24 | | RTOG | -0.24 | | RTOG | 0.23 | | RTOG | 0.30 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.09 | | RTOR | 0.24 | | RTOR | 0.24 | | |
| RTC | 0.30 | | RTC | -0.18 | | RTC | 0.41 | | RTC | 0.48 | | |
| Addl ICU | -0.20 | | Addl ICU | 0.18 | | Addl ICU | -0.41 | | Addl ICU | -0.48 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.59 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 544 | 893 | 513 | 107 | 499 | 203 | 192 | 124 | 190 | 486 | 1968 | 511 | Volume |
| 0.16 | 0.18 | 0.15 | 0.03 | 0.15 | 0.12 | 0.06 | 0.02 | 0.11 | 0.14 | 0.39 | 0.30 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.16 | | V/C | 0.15 | | V/C | 0.06 | | V/C | 0.39 | | 0.749 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.28 | | RTOG | 0.15 | | RTOG | 0.30 | | RTOG | 0.39 | | Right Turn Adjustment |
| RTOR | 0.42 | | RTOR | 0.06 | | RTOR | 0.16 | | RTOR | 0.13 | | |
| RTC | 0.59 | | RTC | 0.19 | | RTC | 0.42 | | RTC | 0.48 | | |
| Addl ICU | -0.44 | | Addl ICU | -0.07 | | Addl ICU | -0.31 | | Addl ICU | -0.18 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 725 | 2116 | 466 | 390 | 763 | 172 | 206 | 601 | 238 | 422 | 538 | 462 | Volume |
| 0.21 | 0.41 | 0.00 | 0.11 | 0.15 | 0.10 | 0.06 | 0.12 | 0.00 | 0.12 | 0.11 | 0.27 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.11 | V/C | | 0.12 | V/C | | 0.12 | 0.772 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.32 | RTOG | | 0.12 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.14 | RTOR | | 0.38 | RTOR | | 0.11 | |
| RTC | | 0.51 | RTC | | 0.42 | RTC | | 0.40 | RTC | | 0.27 | |
| Addl ICU | | -0.51 | Addl ICU | | -0.32 | Addl ICU | | -0.40 | Addl ICU | | 0.00 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 0.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 2485 | 915 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 683 | 2841 | 965 | 231 | 1426 | 262 | 380 | 140 | 234 | 612 | 671 | 463 | Volume |
| 0.20 | 0.42 | 0.57 | 0.07 | 0.21 | 0.15 | 0.15 | 0.15 | 0.07 | 0.18 | 0.26 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.42 | V/C | | 0.07 | V/C | | 0.15 | V/C | | 0.26 | 0.902 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.28 | RTOG | | 0.24 | RTOG | | 0.26 | Right Turn Adjustment |
| RTOR | | 0.26 | RTOR | | 0.15 | RTOR | | 0.28 | RTOR | | 0.07 | |
| RTC | | 0.62 | RTC | | 0.40 | RTC | | 0.44 | RTC | | 0.31 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.25 | Addl ICU | | -0.37 | Addl ICU | | -0.13 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.95 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 3810 | 284 | 502 | 1781 | 0 | 563 | 0 | 352 | 0 | 0 | 0 | Volume |
| 0.00 | 0.56 | 0.17 | 0.15 | 0.26 | 0.00 | 0.13 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.56 | V/C | | 0.15 | V/C | | 0.13 | V/C | | 0.00 | 0.840 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.56 | RTOG | | 0.71 | RTOG | | 0.13 | RTOG | | -0.13 | Right Turn Adjustment |
| RTOR | | 0.13 | RTOR | | 0.13 | RTOR | | 0.45 | RTOR | | 0.15 | |
| RTC | | 0.66 | RTC | | 0.81 | RTC | | 0.47 | RTC | | -0.02 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.81 | Addl ICU | | -0.33 | Addl ICU | | 0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.89 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4964 | 136 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 10 | 3512 | 96 | 116 | 1921 | 11 | 45 | 3 | 26 | 53 | 1 | 107 | Volume |
| 0.01 | 0.71 | 0.71 | 0.07 | 0.38 | 0.01 | 0.03 | 0.00 | 0.02 | 0.03 | 0.00 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.71 | V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.03 | 0.809 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.71 | RTOG | | 0.77 | RTOG | | 0.00 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.40 | RTOR | | 0.07 | |
| RTC | | 0.73 | RTC | | 0.79 | RTC | | 0.30 | RTC | | 0.06 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.79 | Addl ICU | | -0.29 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.86 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 214 | 1642 | 137 | 636 | 1170 | 220 | 344 | 273 | 96 | 210 | 94 | 1592 | Volume |
| 0.13 | 0.32 | 0.08 | 0.19 | 0.23 | 0.13 | 0.10 | 0.16 | 0.06 | 0.06 | 0.06 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.32 | V/C | | 0.19 | V/C | | 0.16 | V/C | | 0.06 | 0.731 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.32 | RTOG | | 0.38 | RTOG | | 0.16 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.17 | RTOR | | 0.28 | RTOR | | 0.19 | |
| RTC | | 0.37 | RTC | | 0.51 | RTC | | 0.37 | RTC | | 0.26 | |
| Addl ICU | | -0.29 | Addl ICU | | -0.38 | Addl ICU | | -0.31 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 93 | 0 | 240 | 0 | 1685 | 136 | 166 | 2701 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.07 | 0.00 | 0.25 | 0.08 | 0.10 | 0.53 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.53 | 0.584 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.05 | RTOG | | 0.05 | RTOG | | 0.43 | RTOG | | 0.53 | Right Turn Adjustment |
| RTOR | | 0.28 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.05 | |
| RTC | | 0.16 | RTC | | 0.05 | RTC | | 0.47 | RTC | | 0.57 | |
| Addl ICU | | -0.16 | Addl ICU | | 0.02 | Addl ICU | | -0.39 | Addl ICU | | -0.57 | |
| | | 0.00 | | | 0.02 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.65 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4576 | 524 | Total Saturation |
| 182 | 0 | 323 | 0 | 0 | 0 | 0 | 1713 | 215 | 0 | 2727 | 312 | Volume |
| 0.11 | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.60 | 0.60 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.11 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.60 | 0.703 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | -0.11 | RTOG | | 0.60 | RTOG | | 0.60 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.00 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | 0.18 | RTC | | -0.11 | RTC | | 0.68 | RTC | | 0.68 | |
| Addl ICU | | 0.01 | Addl ICU | | 0.11 | Addl ICU | | -0.68 | Addl ICU | | -0.08 | |
| | | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.77 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 737 | 1277 | 194 | 270 | 645 | 1002 | 943 | 1324 | 337 | 150 | 1981 | 390 | Volume |
| 0.22 | 0.25 | 0.00 | 0.08 | 0.13 | 0.00 | 0.18 | 0.26 | 0.20 | 0.04 | 0.39 | 0.23 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.25 | V/C | | 0.08 | V/C | | 0.18 | V/C | | 0.39 | 0.903 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.25 | RTOG | | 0.11 | RTOG | | 0.53 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.31 | RTOR | | 0.18 | RTOR | | 0.20 | RTOR | | 0.08 | |
| RTC | | 0.49 | RTC | | 0.25 | RTC | | 0.68 | RTC | | 0.45 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.25 | Addl ICU | | -0.48 | Addl ICU | | -0.22 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.95 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5044 | 56 | 1700 | 401 | 1299 | 1700 | 1700 | 1700 | Total Saturation |
| 37 | 2221 | 348 | 42 | 1165 | 13 | 16 | 29 | 94 | 121 | 15 | 79 | Volume |
| 0.02 | 0.44 | 0.00 | 0.02 | 0.23 | 0.23 | 0.01 | 0.07 | 0.07 | 0.07 | 0.01 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.44 | V/C | | 0.02 | V/C | | 0.07 | V/C | | 0.07 | 0.604 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.44 | RTOG | | 0.44 | RTOG | | 0.07 | RTOG | | 0.13 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.13 | RTOR | | 0.23 | RTOR | | 0.02 | |
| RTC | | 0.49 | RTC | | 0.54 | RTC | | 0.24 | RTC | | 0.15 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.31 | Addl ICU | | -0.17 | Addl ICU | | -0.11 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.65 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5076 | 24 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 22 | 2155 | 366 | 74 | 1682 | 8 | 43 | 23 | 140 | 322 | 14 | 129 | Volume |
| 0.01 | 0.42 | 0.00 | 0.02 | 0.33 | 0.33 | 0.03 | 0.01 | 0.00 | 0.09 | 0.01 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.42 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.09 | 0.553 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.43 | RTOG | | 0.01 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.10 | RTOR | | 0.11 | RTOR | | 0.02 | |
| RTC | | 0.49 | RTC | | 0.51 | RTC | | 0.10 | RTC | | 0.10 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.18 | Addl ICU | | -0.10 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.60 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2471 | 929 | Total Saturation |
| 23 | 1152 | 377 | 149 | 1096 | 779 | 1223 | 552 | 6 | 148 | 362 | 136 | Volume |
| 0.01 | 0.23 | 0.00 | 0.04 | 0.21 | 0.00 | 0.36 | 0.16 | 0.00 | 0.04 | 0.15 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.23 | V/C | | 0.04 | V/C | | 0.36 | V/C | | 0.15 | 0.776 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.26 | RTOG | | 0.46 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.34 | RTOR | | 0.36 | RTOR | | 0.05 | RTOR | | 0.04 | |
| RTC | | 0.48 | RTC | | 0.53 | RTC | | 0.50 | RTC | | 0.18 | |
| Addl ICU | | -0.48 | Addl ICU | | -0.53 | Addl ICU | | -0.50 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.83 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|------|------|-----------------------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3419 | 1077 | 0 | 2065 | 0 | 0 | 0 | 0 | 143 | 0 | 491 | Volume |
| 0.00 | 0.50 | 0.00 | 0.00 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | N/A | | Direction | WBL | | Initial ICU |
| V/C | 0.50 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.08 | | 0.587 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.50 | | RTOG | 0.50 | | RTOG | -0.08 | | RTOG | 0.08 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.08 | | RTOR | 0.10 | | RTOR | 0.00 | | |
| RTC | 0.57 | | RTC | 0.57 | | RTC | -0.01 | | RTC | 0.08 | | |
| Addl ICU | -0.57 | | Addl ICU | -0.57 | | Addl ICU | 0.01 | | Addl ICU | 0.01 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | | 0.65 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 2280 | 0 | 0 | 1409 | 914 | 2364 | 0 | 263 | 0 | 0 | 0 | Volume |
| 0.00 | 0.45 | 0.00 | 0.00 | 0.28 | 0.00 | 0.46 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.45 | V/C | | 0.00 | V/C | | 0.46 | V/C | | 0.00 | 0.911 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.45 | RTOG | | 0.45 | RTOG | | 0.46 | RTOG | | -0.46 | Right Turn Adjustment |
| RTOR | | 0.46 | RTOR | | 0.46 | RTOR | | 0.17 | RTOR | | 0.00 | |
| RTC | | 0.79 | RTC | | 0.79 | RTC | | 0.59 | RTC | | -0.46 | |
| Addl ICU | | -0.79 | Addl ICU | | -0.79 | Addl ICU | | -0.44 | Addl ICU | | 0.46 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.96 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 184 | 0 | 225 | 0 | 1162 | 374 | 359 | 1369 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.07 | 0.00 | 0.34 | 0.22 | 0.11 | 0.40 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.11 | V/C | | 0.34 | V/C | | 0.11 | 0.556 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.11 | RTOG | | 0.11 | RTOG | | 0.34 | RTOG | | 0.45 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.04 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | -0.03 | RTC | | 0.14 | RTC | | 0.42 | RTC | | 0.53 | |
| Addl ICU | | 0.03 | Addl ICU | | -0.08 | Addl ICU | | -0.20 | Addl ICU | | -0.53 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.61 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|------|-----------------------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 445 | 0 | 557 | 0 | 0 | 0 | 0 | 1134 | 214 | 303 | 1281 | 0 | Volume |
| 0.13 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.33 | 0.00 | 0.18 | 0.38 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.13 | | V/C | 0.00 | | V/C | 0.33 | | V/C | 0.18 | | 0.643 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.13 | | RTOG | -0.13 | | RTOG | 0.33 | | RTOG | 0.51 | | Right Turn Adjustment |
| RTOR | 0.18 | | RTOR | 0.14 | | RTOR | 0.13 | | RTOR | 0.13 | | |
| RTC | 0.26 | | RTC | -0.03 | | RTC | 0.43 | | RTC | 0.61 | | |
| Addl ICU | -0.10 | | Addl ICU | 0.03 | | Addl ICU | -0.43 | | Addl ICU | -0.61 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | | 0.69 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 176 | 101 | 327 | 28 | 64 | 17 | 8 | 1024 | 176 | 106 | 647 | 85 | Volume |
| 0.10 | 0.06 | 0.19 | 0.02 | 0.02 | 0.01 | 0.00 | 0.30 | 0.10 | 0.06 | 0.19 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.10 | | V/C | 0.02 | | V/C | 0.30 | | V/C | 0.06 | | 0.486 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.11 | | RTOG | 0.02 | | RTOG | 0.30 | | RTOG | 0.36 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.17 | | RTOR | 0.10 | | RTOR | 0.06 | | |
| RTC | 0.15 | | RTC | 0.15 | | RTC | 0.38 | | RTC | 0.41 | | |
| Addl ICU | 0.04 | | Addl ICU | -0.14 | | Addl ICU | -0.28 | | Addl ICU | -0.36 | | |
| | 0.04 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 325 | 1375 | 850 | 292 | 1408 | Total Saturation |
| 51 | 431 | 1 | 66 | 247 | 69 | 112 | 26 | 110 | 2 | 17 | 82 | Volume |
| 0.06 | 0.25 | 0.00 | 0.08 | 0.15 | 0.08 | 0.13 | 0.08 | 0.08 | 0.00 | 0.06 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.25 | V/C | | 0.08 | V/C | | 0.13 | V/C | | 0.06 | 0.521 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.25 | RTOG | | 0.27 | RTOG | | 0.19 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.13 | RTOR | | 0.19 | RTOR | | 0.08 | |
| RTC | | 0.34 | RTC | | 0.37 | RTC | | 0.33 | RTC | | 0.12 | |
| Addl ICU | | -0.33 | Addl ICU | | -0.29 | Addl ICU | | -0.25 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.57 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 268 | 278 | 111 | 122 | 131 | 298 | 421 | 1502 | 171 | 119 | 2417 | 291 | Volume |
| 0.08 | 0.08 | 0.07 | 0.07 | 0.04 | 0.00 | 0.12 | 0.29 | 0.10 | 0.04 | 0.47 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.07 | V/C | | 0.12 | V/C | | 0.47 | 0.751 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | 0.07 | RTOG | | 0.56 | RTOG | | 0.47 | Right Turn Adjustment |
| RTOR | | 0.30 | RTOR | | 0.12 | RTOR | | 0.12 | RTOR | | 0.07 | |
| RTC | | 0.31 | RTC | | 0.17 | RTC | | 0.65 | RTC | | 0.53 | |
| Addl ICU | | -0.24 | Addl ICU | | -0.17 | Addl ICU | | -0.55 | Addl ICU | | -0.36 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.80 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3151 | 249 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3045 | 355 | Total Saturation |
| 359 | 367 | 29 | 53 | 291 | 673 | 809 | 555 | 331 | 27 | 567 | 66 | Volume |
| 0.11 | 0.12 | 0.12 | 0.03 | 0.09 | 0.40 | 0.24 | 0.16 | 0.19 | 0.02 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.11 | | V/C | 0.09 | | V/C | 0.24 | | V/C | 0.19 | | 0.615 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.16 | | RTOG | 0.09 | | RTOG | 0.41 | | RTOG | 0.19 | | Right Turn Adjustment |
| RTOR | 0.26 | | RTOR | 0.24 | | RTOR | 0.11 | | RTOR | 0.07 | | |
| RTC | 0.36 | | RTC | 0.26 | | RTC | 0.49 | | RTC | 0.24 | | |
| Addl ICU | -0.24 | | Addl ICU | 0.13 | | Addl ICU | -0.29 | | Addl ICU | -0.06 | | |
| | 0.00 | | | 0.13 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 387 | 0 | 313 | 302 | 798 | 0 | 0 | 1044 | 485 | Volume |
| 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.18 | 0.18 | 0.23 | 0.00 | 0.00 | 0.31 | 0.29 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.11 | V/C | | 0.18 | V/C | | 0.31 | 0.599 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.11 | RTOG | | 0.11 | RTOG | | 0.48 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.18 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | 0.07 | RTC | | 0.25 | RTC | | 0.57 | RTC | | 0.39 | |
| Addl ICU | | -0.07 | Addl ICU | | -0.06 | Addl ICU | | -0.57 | Addl ICU | | -0.11 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.65 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 154 | 0 | 148 | 0 | 0 | 0 | 0 | 1936 | 55 | 85 | 3149 | 0 | Volume |
| 0.09 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.38 | 0.03 | 0.05 | 0.62 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.09 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.62 | 0.708 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | -0.09 | RTOG | | 0.57 | RTOG | | 0.62 | Right Turn Adjustment |
| RTOR | | 0.24 | RTOR | | 0.00 | RTOR | | 0.09 | RTOR | | 0.09 | |
| RTC | | 0.27 | RTC | | -0.09 | RTC | | 0.64 | RTC | | 0.69 | |
| Addl ICU | | -0.18 | Addl ICU | | 0.09 | Addl ICU | | -0.60 | Addl ICU | | -0.69 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 84 | 421 | 141 | 479 | 564 | 281 | 367 | 1074 | 142 | 156 | 714 | 410 | Volume |
| 0.05 | 0.12 | 0.08 | 0.14 | 0.17 | 0.17 | 0.11 | 0.32 | 0.08 | 0.05 | 0.21 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.12 | V/C | | 0.14 | V/C | | 0.32 | V/C | | 0.05 | 0.626 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.22 | RTOG | | 0.32 | RTOG | | 0.25 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.15 | RTOR | | 0.10 | RTOR | | 0.14 | |
| RTC | | 0.16 | RTC | | 0.33 | RTC | | 0.39 | RTC | | 0.36 | |
| Addl ICU | | -0.08 | Addl ICU | | -0.16 | Addl ICU | | -0.31 | Addl ICU | | -0.12 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.68 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 484 | 389 | 228 | 126 | 601 | 266 | 221 | 1186 | 631 | 233 | 952 | 89 | Volume |
| 0.14 | 0.11 | 0.13 | 0.07 | 0.18 | 0.16 | 0.07 | 0.23 | 0.00 | 0.07 | 0.19 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.14 | V/C | | 0.18 | V/C | | 0.23 | V/C | | 0.07 | 0.620 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.25 | RTOG | | 0.18 | RTOG | | 0.23 | RTOG | | 0.24 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.11 | RTOR | | 0.14 | RTOR | | 0.20 | |
| RTC | | 0.30 | RTC | | 0.26 | RTC | | 0.34 | RTC | | 0.39 | |
| Addl ICU | | -0.16 | Addl ICU | | -0.11 | Addl ICU | | -0.34 | Addl ICU | | -0.34 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.67 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 1700 | 8184 | 316 | 3400 | 1700 | 3400 | 3400 | 1897 | 1503 | Total Saturation |
| 384 | 2946 | 93 | 34 | 2931 | 113 | 243 | 68 | 770 | 134 | 53 | 42 | Volume |
| 0.11 | 0.43 | 0.05 | 0.02 | 0.36 | 0.36 | 0.07 | 0.04 | 0.23 | 0.04 | 0.03 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.11 | V/C | | 0.36 | V/C | | 0.07 | V/C | | 0.03 | 0.570 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.45 | RTOG | | 0.36 | RTOG | | 0.06 | RTOG | | 0.03 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.07 | RTOR | | 0.11 | RTOR | | 0.04 | |
| RTC | | 0.50 | RTC | | 0.41 | RTC | | 0.14 | RTC | | 0.06 | |
| Addl ICU | | -0.44 | Addl ICU | | -0.05 | Addl ICU | | 0.08 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.08 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 383 | 1317 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 363 | 25 | 86 | 27 | 70 | 110 | 36 | 986 | 295 | 33 | 485 | 3 | Volume |
| 0.11 | 0.07 | 0.07 | 0.02 | 0.02 | 0.06 | 0.02 | 0.29 | 0.17 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.11 | V/C | | 0.02 | V/C | | 0.29 | V/C | | 0.02 | 0.437 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.02 | RTOG | | 0.29 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.17 | RTOR | | 0.11 | RTOR | | 0.06 | |
| RTC | | 0.13 | RTC | | 0.15 | RTC | | 0.37 | RTC | | 0.33 | |
| Addl ICU | | -0.06 | Addl ICU | | -0.08 | Addl ICU | | -0.20 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.49 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 80 | 104 | 141 | 260 | 86 | 144 | 137 | 1603 | 67 | 159 | 2620 | 362 | Volume |
| 0.05 | 0.06 | 0.08 | 0.08 | 0.05 | 0.08 | 0.08 | 0.31 | 0.04 | 0.09 | 0.51 | 0.21 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.06 | | V/C | 0.08 | | V/C | 0.08 | | V/C | 0.51 | | 0.732 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.06 | | RTOG | 0.09 | | RTOG | 0.50 | | RTOG | 0.51 | | Right Turn Adjustment |
| RTOR | 0.28 | | RTOR | 0.08 | | RTOR | 0.09 | | RTOR | 0.08 | | |
| RTC | 0.27 | | RTC | 0.15 | | RTC | 0.57 | | RTC | 0.57 | | |
| Addl ICU | -0.19 | | Addl ICU | -0.07 | | Addl ICU | -0.53 | | Addl ICU | -0.36 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.78 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2584 | 816 | 1700 | 3221 | 179 | 1700 | 468 | 1232 | 1700 | 1545 | 155 | Total Saturation |
| 81 | 500 | 158 | 3 | 341 | 19 | 26 | 27 | 71 | 87 | 20 | 2 | Volume |
| 0.05 | 0.19 | 0.19 | 0.00 | 0.11 | 0.11 | 0.02 | 0.06 | 0.06 | 0.05 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.19 | V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.05 | 0.304 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.15 | RTOG | | 0.06 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.10 | RTOR | | 0.09 | RTOR | | 0.00 | |
| RTC | | 0.23 | RTC | | 0.22 | RTC | | 0.12 | RTC | | 0.09 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.11 | Addl ICU | | -0.07 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.35 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | Total Saturation |
| 93 | 723 | 203 | 17 | 505 | 20 | 28 | 88 | 90 | 172 | 48 | 48 | Volume |
| 0.11 | 0.43 | 0.24 | 0.02 | 0.30 | 0.02 | 0.03 | 0.05 | 0.11 | 0.20 | 0.03 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.43 | V/C | | 0.02 | V/C | | 0.05 | V/C | | 0.20 | 0.699 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.43 | RTOG | | 0.34 | RTOG | | 0.05 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.20 | RTOR | | 0.23 | RTOR | | 0.15 | RTOR | | 0.02 | |
| RTC | | 0.58 | RTC | | 0.51 | RTC | | 0.16 | RTC | | 0.24 | |
| Addl ICU | | -0.34 | Addl ICU | | -0.48 | Addl ICU | | -0.06 | Addl ICU | | -0.18 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.75 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3095 | 305 | 1700 | 2957 | 443 | 1700 | 386 | 1314 | 1700 | 1247 | 453 | Total Saturation |
| 26 | 650 | 64 | 3 | 528 | 79 | 123 | 20 | 68 | 56 | 11 | 4 | Volume |
| 0.02 | 0.21 | 0.21 | 0.00 | 0.18 | 0.18 | 0.07 | 0.05 | 0.05 | 0.03 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.21 | V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.03 | 0.296 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.20 | RTOG | | 0.05 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.08 | RTOR | | 0.03 | RTOR | | 0.00 | |
| RTC | | 0.23 | RTC | | 0.25 | RTC | | 0.08 | RTC | | 0.01 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.07 | Addl ICU | | -0.02 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.35 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1314 | 386 | 0 | 1668 | 32 | 850 | 1695 | 5 | 850 | 1700 | 0 | Total Saturation |
| 1 | 150 | 44 | 0 | 104 | 2 | 4 | 367 | 1 | 38 | 295 | 0 | Volume |
| 0.00 | 0.11 | 0.11 | 0.00 | 0.06 | 0.06 | 0.00 | 0.22 | 0.22 | 0.04 | 0.17 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.11 | V/C | | 0.00 | V/C | | 0.22 | V/C | | 0.04 | 0.375 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.11 | RTOG | | 0.22 | RTOG | | 0.26 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.09 | RTOR | | 0.05 | RTOR | | 0.00 | |
| RTC | | 0.15 | RTC | | 0.18 | RTC | | 0.26 | RTC | | 0.26 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.12 | Addl ICU | | -0.04 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.43 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 74 | 0 | 76 | 0 | 0 | 0 | 0 | 1679 | 60 | 101 | 2737 | 0 | Volume |
| 0.04 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.33 | 0.04 | 0.06 | 0.54 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.04 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.54 | | 0.580 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | -0.04 | | RTOG | 0.48 | | RTOG | 0.54 | | Right Turn Adjustment |
| RTOR | 0.21 | | RTOR | 0.00 | | RTOR | 0.04 | | RTOR | 0.04 | | |
| RTC | 0.20 | | RTC | -0.04 | | RTC | 0.51 | | RTC | 0.57 | | |
| Addl ICU | -0.15 | | Addl ICU | 0.04 | | Addl ICU | -0.47 | | Addl ICU | -0.57 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 10 | 112 | 0 | 0 | 111 | 19 | 57 | 0 | 10 | 0 | 0 | 0 | Volume |
| 0.01 | 0.07 | 0.00 | 0.00 | 0.07 | 0.01 | 0.03 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.01 | V/C | | 0.07 | V/C | | 0.03 | V/C | | 0.00 | 0.105 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.07 | RTOG | | 0.03 | RTOG | | -0.03 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.10 | RTC | | 0.09 | RTC | | 0.04 | RTC | | -0.03 | |
| Addl ICU | | -0.10 | Addl ICU | | -0.08 | Addl ICU | | -0.03 | Addl ICU | | 0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.15 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 54 | 1646 | 0 | 0 | 1294 | 406 | Total Saturation |
| 0 | 0 | 0 | 6 | 0 | 51 | 12 | 365 | 0 | 0 | 268 | 84 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.06 | 0.22 | 0.22 | 0.00 | 0.00 | 0.21 | 0.21 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.22 | V/C | | 0.21 | 0.436 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.01 | RTOG | | 0.43 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.22 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.15 | RTC | | 0.17 | RTC | | 0.43 | RTC | | 0.21 | |
| Addl ICU | | -0.15 | Addl ICU | | -0.11 | Addl ICU | | -0.43 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.49 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 850 | 271 | 1429 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 1 | 55 | 290 | 0 | 0 | 361 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.20 | 0.00 | 0.00 | 0.21 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.20 | V/C | | 0.21 | 0.415 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.42 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.20 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.16 | RTC | | 0.15 | RTC | | 0.42 | RTC | | 0.21 | |
| Addl ICU | | -0.16 | Addl ICU | | -0.15 | Addl ICU | | -0.42 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.47 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 71 | 25 | 55 | 61 | 20 | 80 | 82 | 1877 | 70 | 93 | 3070 | 109 | Volume |
| 0.04 | 0.01 | 0.03 | 0.04 | 0.01 | 0.05 | 0.05 | 0.37 | 0.04 | 0.05 | 0.60 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.04 | | V/C | 0.01 | | V/C | 0.05 | | V/C | 0.60 | | 0.704 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.02 | | RTOG | 0.01 | | RTOG | 0.60 | | RTOG | 0.60 | | Right Turn Adjustment |
| RTOR | 0.28 | | RTOR | 0.05 | | RTOR | 0.04 | | RTOR | 0.04 | | |
| RTC | 0.23 | | RTC | 0.05 | | RTC | 0.63 | | RTC | 0.63 | | |
| Addl ICU | -0.20 | | Addl ICU | 0.00 | | Addl ICU | -0.59 | | Addl ICU | -0.57 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.75 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1653 | 47 | 0 | 1700 | 0 | 0 | 1588 | 112 | 1700 | 1700 | 0 | Total Saturation |
| 42 | 281 | 8 | 0 | 119 | 0 | 0 | 270 | 19 | 2 | 319 | 0 | Volume |
| 0.02 | 0.17 | 0.17 | 0.00 | 0.07 | 0.00 | 0.00 | 0.17 | 0.17 | 0.00 | 0.19 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.17 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.19 | 0.358 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.17 | RTOG | | 0.15 | RTOG | | 0.19 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.10 | RTOR | | 0.00 | |
| RTC | | 0.18 | RTC | | 0.15 | RTC | | 0.26 | RTC | | 0.19 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.15 | Addl ICU | | -0.09 | Addl ICU | | -0.19 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.41 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 1 | 0 | 139 | 0 | 218 | 240 | 744 | 0 | 0 | 1086 | 234 | Volume |
| 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.13 | 0.14 | 0.22 | 0.00 | 0.00 | 0.32 | 0.14 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.08 | V/C | | 0.14 | V/C | | 0.32 | 0.542 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.08 | RTOG | | 0.46 | RTOG | | 0.32 | Right Turn Adjustment |
| RTOR | | 0.24 | RTOR | | 0.14 | RTOR | | 0.08 | RTOR | | 0.08 | |
| RTC | | 0.18 | RTC | | 0.19 | RTC | | 0.52 | RTC | | 0.38 | |
| Addl ICU | | -0.18 | Addl ICU | | -0.06 | Addl ICU | | -0.52 | Addl ICU | | -0.24 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.59 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 835 | 865 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 163 | 78 | 407 | 74 | 28 | 29 | 38 | 2050 | 85 | 318 | 3029 | 176 | Volume |
| 0.10 | 0.05 | 0.24 | 0.04 | 0.03 | 0.03 | 0.02 | 0.40 | 0.05 | 0.09 | 0.59 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.10 | | V/C | 0.03 | | V/C | 0.02 | | V/C | 0.59 | | 0.746 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.09 | | RTOG | 0.03 | | RTOG | 0.52 | | RTOG | 0.59 | | Right Turn Adjustment |
| RTOR | 0.21 | | RTOR | 0.02 | | RTOR | 0.10 | | RTOR | 0.08 | | |
| RTC | 0.25 | | RTC | 0.05 | | RTC | 0.59 | | RTC | 0.66 | | |
| Addl ICU | -0.01 | | Addl ICU | -0.02 | | Addl ICU | -0.54 | | Addl ICU | -0.55 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2035 – NO PROJECT
2012 MODIFIED PROJECT OPTION 1
AM PEAK HOUR**

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Impact Analysis Report
 Level Of Service

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|----------------|-------------|----------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #282 Jeffrey Rd & Portola Pkwy | E | xxxxxx 0.971 | E | xxxxxx 0.971 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxxx 0.997 | E | xxxxxx 0.997 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | D | xxxxxx 0.865 | D | xxxxxx 0.865 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | C | xxxxxx 0.704 | C | xxxxxx 0.704 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx 0.570 | A | xxxxxx 0.570 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | C | xxxxxx 0.750 | C | xxxxxx 0.750 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | D | xxxxxx 0.864 | D | xxxxxx 0.864 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | C | 29.0 0.912 | C | 29.0 0.912 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | D | 45.2 1.068 | D | 45.2 1.068 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | E | xxxxxx 0.922 | E | xxxxxx 0.922 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 13.6 0.529 | B | 13.6 0.529 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | A | 3.3 0.580 | A | 3.3 0.580 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | F | xxxxxx 1.040 | F | xxxxxx 1.040 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | D | xxxxxx 0.848 | D | xxxxxx 0.848 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | C | xxxxxx 0.702 | C | xxxxxx 0.702 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | B | xxxxxx 0.606 | B | xxxxxx 0.606 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | B | 19.1 0.875 | B | 19.1 0.875 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 20.9 0.801 | C | 20.9 0.801 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | E | xxxxxx 0.987 | E | xxxxxx 0.987 | + 0.000 V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 18.8 0.533 | B | 18.8 0.533 | + 0.000 D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | B | 18.1 0.499 | B | 18.1 0.499 | + 0.000 D/V |
| #556 Ridge Valley & Portola Pkwy | D | xxxxxx 0.807 | D | xxxxxx 0.807 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 2.5 0.332 | A | 2.5 0.332 | + 0.000 V/C |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #558 "O" St & Irvine Blvd | B xxxxxx | 0.610 | B xxxxxx | 0.610 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | D xxxxxx | 0.810 | D xxxxxx | 0.810 | + 0.000 V/C |
| #560 "O" St & Marine Wy | A xxxxxx | 0.526 | A xxxxxx | 0.526 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | B xxxxxx | 0.615 | B xxxxxx | 0.615 | + 0.000 V/C |
| #566 Marine Wy & Barranca Pkwy | C xxxxxx | 0.722 | C xxxxxx | 0.722 | + 0.000 V/C |
| #567 Marine Wy & Alton Pkwy | C xxxxxx | 0.751 | C xxxxxx | 0.751 | + 0.000 V/C |
| #569 Bake Pkwy & Marine Wy | D xxxxxx | 0.883 | D xxxxxx | 0.883 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | C xxxxxx | 0.757 | C xxxxxx | 0.757 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | B xxxxxx | 0.656 | B xxxxxx | 0.656 | + 0.000 V/C |
| #603 "O" St & "LN" St | A xxxxxx | 0.382 | A xxxxxx | 0.382 | + 0.000 V/C |
| #605 "O" St & "LQ" St | A 3.5 | 0.455 | A 3.5 | 0.455 | + 0.000 V/C |
| #608 "O" St & "LV" St | A xxxxxx | 0.357 | A xxxxxx | 0.357 | + 0.000 V/C |
| #626 "LY" St & "LQ" St | A 4.6 | 0.375 | A 4.6 | 0.375 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | A xxxxxx | 0.481 | A xxxxxx | 0.481 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A 8.8 | 0.029 | A 8.8 | 0.029 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A 4.1 | 0.299 | A 4.1 | 0.299 | + 0.000 V/C |
| #787 "Z" St & "LQ" St | A 10.0 | 0.010 | A 10.0 | 0.010 | + 0.000 D/V |
| #790 "Z" St & Irvine Blvd | B xxxxxx | 0.665 | B xxxxxx | 0.665 | + 0.000 V/C |
| #798 "B" St & "LQ" St | A xxxxxx | 0.305 | A xxxxxx | 0.305 | + 0.000 V/C |
| #799 "B" St & Marine Wy | D xxxxxx | 0.801 | D xxxxxx | 0.801 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D xxxxxx | 0.834 | D xxxxxx | 0.834 | + 0.000 V/C |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|----|---|--------------|----|-----|------------|---|----|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 8 | 11 | 0 | 0 | 38 | 120 | 27 | 0 | 20 | 0 | 0 | 0 | | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 8.8 | | | xxxxxx | | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=47]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=224]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|-----|----|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 8 | | 11 | | 0 | 0 | | 38 | | 120 | 27 | | 0 | | 20 | 0 | | 0 | | 0 |
| Major Street Volume: | 177 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 47 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1119 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|-------------|---|---|-------------|---|---|--------------|-----|---|--------------|-----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 270 | 0 | 0 | 320 | 0 |
| ApproachDel: | xxxxxx | | | 10.0 | | | xxxxxx | | | xxxxxx | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=4]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=606]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 12 | 270 | 0 | 0 | 0 | 0 | 320 | 0 | 0 | 0 |
| Major Street Volume: | | | | | 602 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 4 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 460 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.971
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 166 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 2 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1033 | 252 | 65 | 398 | 381 | 68 | 127 | 1045 | 524 | 290 | 954 | 170 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1033 | 252 | 65 | 398 | 381 | 68 | 127 | 1045 | 524 | 290 | 954 | 170 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1033 | 252 | 0 | 398 | 381 | 68 | 127 | 1045 | 524 | 290 | 954 | 170 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1033 | 252 | 0 | 398 | 381 | 68 | 127 | 1045 | 524 | 290 | 954 | 170 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1033 | 252 | 0 | 398 | 381 | 68 | 127 | 1045 | 524 | 290 | 954 | 170 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.55 | 0.45 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 4329 | 771 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.30 | 0.15 | 0.00 | 0.23 | 0.22 | 0.04 | 0.07 | 0.20 | 0.31 | 0.09 | 0.22 | 0.22 |
| Crit Moves: | **** | | | **** | | | | | **** | **** | | |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.997 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 180 | Level Of Service: | E |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 1 | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 166 | 779 | 301 | 378 | 1354 | 147 | 173 | 1600 | 322 | 291 | 1978 | 309 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 166 | 779 | 301 | 378 | 1354 | 147 | 173 | 1600 | 322 | 291 | 1978 | 309 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 166 | 779 | 0 | 378 | 1354 | 147 | 173 | 1600 | 322 | 291 | 1978 | 309 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 166 | 779 | 0 | 378 | 1354 | 147 | 173 | 1600 | 322 | 291 | 1978 | 309 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 166 | 779 | 0 | 378 | 1354 | 147 | 173 | 1600 | 322 | 291 | 1978 | 309 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.50 | 0.50 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4246 | 854 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.15 | 0.00 | 0.11 | 0.27 | 0.09 | 0.05 | 0.38 | 0.38 | 0.09 | 0.58 | 0.18 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.865 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 70 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 1 |
| | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 176 | 819 | 162 | 80 | 1492 | 423 | 340 | 165 | 228 | 483 | 338 | 122 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 176 | 819 | 162 | 80 | 1492 | 423 | 340 | 165 | 228 | 483 | 338 | 122 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 176 | 819 | 162 | 80 | 1492 | 423 | 340 | 165 | 228 | 483 | 338 | 122 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 176 | 819 | 162 | 80 | 1492 | 423 | 340 | 165 | 228 | 483 | 338 | 122 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 176 | 819 | 162 | 80 | 1492 | 423 | 340 | 165 | 228 | 483 | 338 | 122 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.50 | 0.50 | 2.00 | 3.00 | 1.00 | 1.00 | 0.84 | 1.16 | 2.00 | 0.73 | 0.27 |
| Final Sat.: | 3400 | 4258 | 842 | 3400 | 5100 | 1700 | 1700 | 1427 | 1973 | 3400 | 1249 | 451 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.19 | 0.19 | 0.02 | 0.29 | 0.25 | 0.20 | 0.12 | 0.12 | 0.14 | 0.27 | 0.27 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 38 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 135 | 839 | 283 | 266 | 1694 | 361 | 265 | 561 | 148 | 647 | 848 | 90 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 135 | 839 | 283 | 266 | 1694 | 361 | 265 | 561 | 148 | 647 | 848 | 90 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 135 | 839 | 283 | 266 | 1694 | 361 | 265 | 561 | 148 | 647 | 848 | 90 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 135 | 839 | 283 | 266 | 1694 | 361 | 265 | 561 | 148 | 647 | 848 | 90 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 135 | 839 | 283 | 266 | 1694 | 361 | 265 | 561 | 148 | 647 | 848 | 90 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.24 | 0.76 | 2.00 | 4.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 3814 | 1286 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.22 | 0.22 | 0.08 | 0.25 | 0.21 | 0.08 | 0.17 | 0.09 | 0.19 | 0.25 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 27 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 249 | 0 | 446 | 0 | 0 | 0 | 0 | 836 | 724 | 486 | 1155 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 249 | 0 | 446 | 0 | 0 | 0 | 0 | 836 | 724 | 486 | 1155 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 249 | 0 | 446 | 0 | 0 | 0 | 0 | 836 | 0 | 486 | 1155 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 249 | 0 | 446 | 0 | 0 | 0 | 0 | 836 | 0 | 486 | 1155 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 249 | 0 | 446 | 0 | 0 | 0 | 0 | 836 | 0 | 486 | 1155 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.14 | 0.34 | 0.00 |
| Crit Moves: | | | **** | | | | | **** | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.750
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 113 | 574 | 102 | 416 | 1027 | 121 | 277 | 1464 | 386 | 468 | 1493 | 149 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 113 | 574 | 102 | 416 | 1027 | 121 | 277 | 1464 | 386 | 468 | 1493 | 149 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 113 | 574 | 102 | 416 | 1027 | 121 | 277 | 1464 | 386 | 468 | 1493 | 149 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 113 | 574 | 102 | 416 | 1027 | 121 | 277 | 1464 | 386 | 468 | 1493 | 149 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 113 | 574 | 102 | 416 | 1027 | 121 | 277 | 1464 | 386 | 468 | 1493 | 149 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.11 | 0.03 | 0.12 | 0.30 | 0.07 | 0.08 | 0.22 | 0.23 | 0.14 | 0.29 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | **** | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.864
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 70 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 225 | 455 | 233 | 336 | 2427 | 75 | 90 | 348 | 669 | 518 | 900 | 352 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 225 | 455 | 233 | 336 | 2427 | 75 | 90 | 348 | 669 | 518 | 900 | 352 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 225 | 455 | 0 | 336 | 2427 | 75 | 90 | 348 | 0 | 518 | 900 | 352 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 225 | 455 | 0 | 336 | 2427 | 75 | 90 | 348 | 0 | 518 | 900 | 352 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 225 | 455 | 0 | 336 | 2427 | 75 | 90 | 348 | 0 | 518 | 900 | 352 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.16 | 0.84 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3666 | 1434 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.09 | 0.00 | 0.10 | 0.48 | 0.04 | 0.03 | 0.07 | 0.00 | 0.15 | 0.25 | 0.25 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.912
Loss Time (sec): 0 Average Delay (sec/veh): 29.0
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.068
Loss Time (sec): 0 Average Delay (sec/veh): 45.2
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.922
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 102 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 134 | 911 | 187 | 1765 | 2100 | 449 | 116 | 149 | 112 | 72 | 235 | 366 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 134 | 911 | 187 | 1765 | 2100 | 449 | 116 | 149 | 112 | 72 | 235 | 366 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 134 | 911 | 187 | 1765 | 2100 | 449 | 116 | 149 | 112 | 72 | 235 | 366 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 134 | 911 | 187 | 1765 | 2100 | 449 | 116 | 149 | 112 | 72 | 235 | 366 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 134 | 911 | 187 | 1765 | 2100 | 449 | 116 | 149 | 112 | 72 | 235 | 366 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.47 | 0.53 | 2.00 | 0.57 | 0.43 | 2.00 | 1.17 | 1.83 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4202 | 898 | 3400 | 970 | 730 | 3400 | 1994 | 3106 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.18 | 0.11 | 0.52 | 0.50 | 0.50 | 0.03 | 0.15 | 0.15 | 0.02 | 0.12 | 0.12 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 0 Average Delay (sec/veh): 13.6
Optimal Cycle: 48 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 0 Average Delay (sec/veh): 3.3
Optimal Cycle: 54 Level Of Service: A

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.040
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 250 | 535 | 133 | 299 | 1544 | 656 | 711 | 1532 | 873 | 340 | 1294 | 273 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 250 | 535 | 133 | 299 | 1544 | 656 | 711 | 1532 | 873 | 340 | 1294 | 273 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 250 | 535 | 0 | 299 | 1544 | 0 | 711 | 1532 | 873 | 340 | 1294 | 273 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 250 | 535 | 0 | 299 | 1544 | 0 | 711 | 1532 | 873 | 340 | 1294 | 273 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 250 | 535 | 0 | 299 | 1544 | 0 | 711 | 1532 | 873 | 340 | 1294 | 273 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.10 | 0.00 | 0.09 | 0.30 | 0.00 | 0.21 | 0.30 | 0.51 | 0.10 | 0.25 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | **** | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.848
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 64 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 141 | 1166 | 107 | 106 | 2057 | 56 | 22 | 111 | 136 | 264 | 104 | 226 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 141 | 1166 | 107 | 106 | 2057 | 56 | 22 | 111 | 136 | 264 | 104 | 226 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 141 | 1166 | 0 | 106 | 2057 | 56 | 22 | 111 | 136 | 264 | 104 | 226 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 141 | 1166 | 0 | 106 | 2057 | 56 | 22 | 111 | 136 | 264 | 104 | 226 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 141 | 1166 | 0 | 106 | 2057 | 56 | 22 | 111 | 136 | 264 | 104 | 226 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.92 | 0.08 | 1.00 | 0.45 | 0.55 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 4965 | 135 | 1700 | 764 | 936 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.23 | 0.00 | 0.06 | 0.41 | 0.41 | 0.01 | 0.15 | 0.15 | 0.16 | 0.06 | 0.13 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 37 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 163 | 1214 | 229 | 117 | 2123 | 79 | 13 | 12 | 29 | 399 | 42 | 110 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 163 | 1214 | 229 | 117 | 2123 | 79 | 13 | 12 | 29 | 399 | 42 | 110 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 163 | 1214 | 0 | 117 | 2123 | 79 | 13 | 12 | 0 | 399 | 42 | 110 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 163 | 1214 | 0 | 117 | 2123 | 79 | 13 | 12 | 0 | 399 | 42 | 110 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 163 | 1214 | 0 | 117 | 2123 | 79 | 13 | 12 | 0 | 399 | 42 | 110 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.89 | 0.11 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4917 | 183 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.24 | 0.00 | 0.03 | 0.43 | 0.43 | 0.01 | 0.01 | 0.00 | 0.12 | 0.02 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 5 | 1038 | 162 | 120 | 1265 | 1017 | 533 | 208 | 11 | 228 | 399 | 106 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 5 | 1038 | 162 | 120 | 1265 | 1017 | 533 | 208 | 11 | 228 | 399 | 106 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 5 | 1038 | 0 | 120 | 1265 | 0 | 533 | 208 | 11 | 228 | 399 | 106 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 5 | 1038 | 0 | 120 | 1265 | 0 | 533 | 208 | 11 | 228 | 399 | 106 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 5 | 1038 | 0 | 120 | 1265 | 0 | 533 | 208 | 11 | 228 | 399 | 106 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.90 | 0.10 | 2.00 | 1.58 | 0.42 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3229 | 171 | 3400 | 2686 | 714 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.20 | 0.00 | 0.04 | 0.25 | 0.00 | 0.16 | 0.06 | 0.06 | 0.07 | 0.15 | 0.15 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.875
Loss Time (sec): 0 Average Delay (sec/veh): 19.1
Optimal Cycle: 180 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 0 Average Delay (sec/veh): 20.9
Optimal Cycle: 115 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.987
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 36 | 1306 | 84 | 95 | 4270 | 161 | 54 | 4 | 50 | 73 | 10 | 79 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 36 | 1306 | 84 | 95 | 4270 | 161 | 54 | 4 | 50 | 73 | 10 | 79 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 36 | 1306 | 84 | 95 | 4270 | 161 | 54 | 4 | 50 | 73 | 10 | 79 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 36 | 1306 | 84 | 95 | 4270 | 161 | 54 | 4 | 50 | 73 | 10 | 79 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 36 | 1306 | 84 | 95 | 4270 | 161 | 54 | 4 | 50 | 73 | 10 | 79 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.82 | 0.18 | 1.00 | 3.00 | 1.00 | 1.00 | 0.07 | 0.93 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 4792 | 308 | 1700 | 5100 | 1700 | 1700 | 126 | 1574 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.27 | 0.27 | 0.06 | 0.84 | 0.09 | 0.03 | 0.03 | 0.03 | 0.04 | 0.01 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 0 Average Delay (sec/veh): 18.8
Optimal Cycle: 49 Level Of Service: B

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.499
Loss Time (sec): 0 Average Delay (sec/veh): 18.1
Optimal Cycle: 46 Level Of Service: B

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | WideBypass | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 248 | 19 | 104 | 145 | 70 | 23 | 22 | 964 | 196 | 413 | 1378 | 21 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 248 | 19 | 104 | 145 | 70 | 23 | 22 | 964 | 196 | 413 | 1378 | 21 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 248 | 19 | 104 | 145 | 70 | 23 | 22 | 964 | 196 | 413 | 1378 | 21 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 248 | 19 | 104 | 145 | 70 | 23 | 22 | 964 | 196 | 413 | 1378 | 21 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 248 | 19 | 104 | 145 | 70 | 23 | 22 | 964 | 196 | 413 | 1378 | 21 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.15 | 0.85 | 1.00 | 1.51 | 0.49 | 1.00 | 1.66 | 0.34 | 1.00 | 1.97 | 0.03 |
| Final Sat.: | 1700 | 263 | 1437 | 1700 | 2559 | 841 | 1700 | 2826 | 574 | 1700 | 3349 | 51 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.15 | 0.07 | 0.07 | 0.09 | 0.03 | 0.03 | 0.01 | 0.34 | 0.34 | 0.24 | 0.41 | 0.41 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.5 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 32 | 151 | 6 | 40 | 543 | 195 | 43 | 17 | 26 | 20 | 64 | 27 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 32 | 151 | 6 | 40 | 543 | 195 | 43 | 17 | 26 | 20 | 64 | 27 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 32 | 151 | 6 | 40 | 543 | 195 | 43 | 17 | 26 | 20 | 64 | 27 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 32 | 151 | 6 | 40 | 543 | 195 | 43 | 17 | 26 | 20 | 64 | 27 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 32 | 151 | 6 | 40 | 543 | 195 | 43 | 17 | 26 | 20 | 64 | 27 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|---|----|-----|-----|----|----|----|----|----|----|
| AutoPCE: | 32 | 151 | 6 | 40 | 543 | 195 | 43 | 17 | 26 | 20 | 64 | 27 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 32 | 151 | 6 | 40 | 543 | 195 | 43 | 17 | 26 | 20 | 64 | 27 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 100 | 116 | 603 | 226 |
| MaxVolume: | 2352 | 2340 | 874 | 1078 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2352 | 2340 | 874 | 1078 |
| ApproachVol: | 189 | 778 | 86 | 111 |
| ApproachV/C: | 0.08 | 0.33 | 0.10 | 0.10 |
| ApproachDel: | 1.7 | 2.3 | 4.6 | 3.7 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.3 | 1.5 | 0.3 | 0.3 |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 3 | 2 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 145 | 54 | 55 | 281 | 409 | 647 | 175 | 1591 | 285 | 121 | 1586 | 77 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 145 | 54 | 55 | 281 | 409 | 647 | 175 | 1591 | 285 | 121 | 1586 | 77 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 145 | 54 | 55 | 281 | 409 | 0 | 175 | 1591 | 285 | 121 | 1586 | 77 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 145 | 54 | 55 | 281 | 409 | 0 | 175 | 1591 | 285 | 121 | 1586 | 77 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 145 | 54 | 55 | 281 | 409 | 0 | 175 | 1591 | 285 | 121 | 1586 | 77 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.03 | 0.03 | 0.17 | 0.12 | 0.00 | 0.05 | 0.31 | 0.17 | 0.04 | 0.31 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 162 | 67 | 4 | 22 | 363 | 897 | 673 | 331 | 608 | 27 | 600 | 29 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 162 | 67 | 4 | 22 | 363 | 897 | 673 | 331 | 608 | 27 | 600 | 29 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 162 | 67 | 4 | 22 | 363 | 897 | 673 | 331 | 608 | 27 | 600 | 29 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 162 | 67 | 4 | 22 | 363 | 897 | 673 | 331 | 608 | 27 | 600 | 29 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 162 | 67 | 4 | 22 | 363 | 897 | 673 | 331 | 608 | 27 | 600 | 29 |
| OvlAdjVol: | | | | | | 560 | | | 527 | | | |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.89 | 0.11 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.91 | 0.09 |
| Final Sat.: | 3400 | 3208 | 192 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3243 | 157 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.02 | 0.02 | 0.01 | 0.11 | 0.53 | 0.20 | 0.10 | 0.36 | 0.02 | 0.19 | 0.18 |
| OvlAdjV/S: | | | | | | 0.33 | | | 0.31 | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.526
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 345 | 0 | 166 | 62 | 970 | 0 | 0 | 1148 | 153 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 345 | 0 | 166 | 62 | 970 | 0 | 0 | 1148 | 153 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 345 | 0 | 166 | 62 | 970 | 0 | 0 | 1148 | 153 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 345 | 0 | 166 | 62 | 970 | 0 | 0 | 1148 | 153 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 345 | 0 | 166 | 62 | 970 | 0 | 0 | 1148 | 153 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.10 | 0.04 | 0.29 | 0.00 | 0.00 | 0.34 | 0.09 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 2388 | 82 | 110 | 1719 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 2388 | 82 | 110 | 1719 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 2388 | 82 | 110 | 1719 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 2388 | 82 | 110 | 1719 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 2388 | 82 | 110 | 1719 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.47 | 0.05 | 0.06 | 0.34 | 0.00 |
| Crit Moves: | | | **** | | | | | **** | | **** | | |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 134 | 342 | 99 | 293 | 558 | 395 | 205 | 489 | 109 | 161 | 1023 | 310 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 134 | 342 | 99 | 293 | 558 | 395 | 205 | 489 | 109 | 161 | 1023 | 310 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 134 | 342 | 99 | 293 | 558 | 395 | 205 | 489 | 109 | 161 | 1023 | 310 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 134 | 342 | 99 | 293 | 558 | 395 | 205 | 489 | 109 | 161 | 1023 | 310 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 134 | 342 | 99 | 293 | 558 | 395 | 205 | 489 | 109 | 161 | 1023 | 310 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.10 | 0.06 | 0.09 | 0.16 | 0.23 | 0.06 | 0.14 | 0.06 | 0.05 | 0.30 | 0.18 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.751
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 632 | 482 | 237 | 117 | 358 | 319 | 249 | 1074 | 372 | 169 | 1297 | 113 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 632 | 482 | 237 | 117 | 358 | 319 | 249 | 1074 | 372 | 169 | 1297 | 113 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 632 | 482 | 237 | 117 | 358 | 319 | 249 | 1074 | 0 | 169 | 1297 | 113 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 632 | 482 | 237 | 117 | 358 | 319 | 249 | 1074 | 0 | 169 | 1297 | 113 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 632 | 482 | 237 | 117 | 358 | 319 | 249 | 1074 | 0 | 169 | 1297 | 113 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.19 | 0.14 | 0.14 | 0.07 | 0.11 | 0.19 | 0.07 | 0.21 | 0.00 | 0.05 | 0.25 | 0.07 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.883
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 78 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1023 | 2992 | 34 | 20 | 2463 | 756 | 279 | 20 | 319 | 5 | 13 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1023 | 2992 | 34 | 20 | 2463 | 756 | 279 | 20 | 319 | 5 | 13 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1023 | 2992 | 34 | 20 | 2463 | 756 | 279 | 20 | 319 | 5 | 13 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1023 | 2992 | 34 | 20 | 2463 | 756 | 279 | 20 | 319 | 5 | 13 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1023 | 2992 | 34 | 20 | 2463 | 756 | 279 | 20 | 319 | 5 | 13 | 5 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 4.00 | 1.00 | 1.00 | 4.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.44 | 0.56 |
| Final Sat.: | 3400 | 6800 | 1700 | 1700 | 6800 | 1700 | 3400 | 1700 | 3400 | 3400 | 2456 | 944 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.30 | 0.44 | 0.02 | 0.01 | 0.36 | 0.44 | 0.08 | 0.01 | 0.09 | 0.00 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.757
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 318 | 2 | 72 | 71 | 72 | 317 | 16 | 1078 | 98 | 42 | 1421 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 318 | 2 | 72 | 71 | 72 | 317 | 16 | 1078 | 98 | 42 | 1421 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 318 | 2 | 72 | 71 | 72 | 317 | 16 | 1078 | 98 | 42 | 1421 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 318 | 2 | 72 | 71 | 72 | 317 | 16 | 1078 | 98 | 42 | 1421 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 318 | 2 | 72 | 71 | 72 | 317 | 16 | 1078 | 98 | 42 | 1421 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.03 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 46 | 1654 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.04 | 0.04 | 0.04 | 0.04 | 0.19 | 0.01 | 0.32 | 0.06 | 0.02 | 0.42 | 0.00 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 60 | 60 | 138 | 388 | 92 | 194 | 102 | 1805 | 42 | 83 | 1529 | 187 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 60 | 60 | 138 | 388 | 92 | 194 | 102 | 1805 | 42 | 83 | 1529 | 187 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 60 | 60 | 138 | 388 | 92 | 194 | 102 | 1805 | 42 | 83 | 1529 | 187 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 60 | 60 | 138 | 388 | 92 | 194 | 102 | 1805 | 42 | 83 | 1529 | 187 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 60 | 60 | 138 | 388 | 92 | 194 | 102 | 1805 | 42 | 83 | 1529 | 187 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.32 | 0.68 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 547 | 1153 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.04 | 0.08 | 0.11 | 0.17 | 0.17 | 0.06 | 0.35 | 0.02 | 0.05 | 0.30 | 0.11 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.382
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 19 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 18 | 157 | 42 | 2 | 642 | 9 | 13 | 14 | 70 | 137 | 9 | 3 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 18 | 157 | 42 | 2 | 642 | 9 | 13 | 14 | 70 | 137 | 9 | 3 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 18 | 157 | 42 | 2 | 642 | 9 | 13 | 14 | 70 | 137 | 9 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 18 | 157 | 42 | 2 | 642 | 9 | 13 | 14 | 70 | 137 | 9 | 3 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 18 | 157 | 42 | 2 | 642 | 9 | 13 | 14 | 70 | 137 | 9 | 3 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.58 | 0.42 | 1.00 | 1.97 | 0.03 | 1.00 | 0.17 | 0.83 | 1.00 | 0.75 | 0.25 |
| Final Sat.: | 1700 | 2682 | 718 | 1700 | 3353 | 47 | 1700 | 283 | 1417 | 1700 | 1275 | 425 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.06 | 0.06 | 0.00 | 0.19 | 0.19 | 0.01 | 0.05 | 0.05 | 0.08 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.5 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 134 | 222 | 142 | 27 | 889 | 31 | 4 | 30 | 69 | 250 | 93 | 11 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 134 | 222 | 142 | 27 | 889 | 31 | 4 | 30 | 69 | 250 | 93 | 11 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 134 | 222 | 142 | 27 | 889 | 31 | 4 | 30 | 69 | 250 | 93 | 11 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 134 | 222 | 142 | 27 | 889 | 31 | 4 | 30 | 69 | 250 | 93 | 11 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 134 | 222 | 142 | 27 | 889 | 31 | 4 | 30 | 69 | 250 | 93 | 11 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|----|-----|----|---|----|----|-----|----|----|
| AutoPCE: | 134 | 222 | 142 | 27 | 889 | 31 | 4 | 30 | 69 | 250 | 93 | 11 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 134 | 222 | 142 | 27 | 889 | 31 | 4 | 30 | 69 | 250 | 93 | 11 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 61 | 477 | 1166 | 360 |
| MaxVolume: | 2380 | 2081 | 570 | 1006 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2380 | 2081 | 570 | 1006 |
| ApproachVol: | 498 | 947 | 103 | 354 |
| ApproachV/C: | 0.21 | 0.46 | 0.18 | 0.35 |
| ApproachDel: | 1.9 | 3.2 | 7.7 | 5.5 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.8 | 2.5 | 0.7 | 1.6 |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.357
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 19 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 14 | 162 | 9 | 1 | 623 | 194 | 18 | 5 | 42 | 52 | 22 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 14 | 162 | 9 | 1 | 623 | 194 | 18 | 5 | 42 | 52 | 22 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 14 | 162 | 9 | 1 | 623 | 194 | 18 | 5 | 42 | 52 | 22 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 14 | 162 | 9 | 1 | 623 | 194 | 18 | 5 | 42 | 52 | 22 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 14 | 162 | 9 | 1 | 623 | 194 | 18 | 5 | 42 | 52 | 22 | 4 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.89 | 0.11 | 1.00 | 1.53 | 0.47 | 1.00 | 0.11 | 0.89 | 1.00 | 0.85 | 0.15 |
| Final Sat.: | 1700 | 3221 | 179 | 1700 | 2593 | 807 | 1700 | 181 | 1519 | 1700 | 1438 | 262 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.05 | 0.05 | 0.00 | 0.24 | 0.24 | 0.01 | 0.03 | 0.03 | 0.03 | 0.02 | 0.02 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.6 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 28 | 0 | 0 | 193 | 4 | 1 | 241 | 1 | 12 | 432 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 28 | 0 | 0 | 193 | 4 | 1 | 241 | 1 | 12 | 432 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 28 | 0 | 0 | 193 | 4 | 1 | 241 | 1 | 12 | 432 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 28 | 0 | 0 | 193 | 4 | 1 | 241 | 1 | 12 | 432 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 28 | 0 | 0 | 193 | 4 | 1 | 241 | 1 | 12 | 432 | 0 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|----|---|---|-----|---|---|-----|---|----|-----|---|
| AutoPCE: | 1 | 28 | 0 | 0 | 193 | 4 | 1 | 241 | 1 | 12 | 432 | 0 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 28 | 0 | 0 | 193 | 4 | 1 | 241 | 1 | 12 | 432 | 0 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 242 | 445 | 205 | 30 |
| MaxVolume: | 1069 | 960 | 1089 | 1184 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1069 | 960 | 1089 | 1184 |
| ApproachVol: | 29 | 197 | 243 | 444 |
| ApproachV/C: | 0.03 | 0.21 | 0.22 | 0.38 |
| ApproachDel: | 3.5 | 4.7 | 4.3 | 4.9 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.1 | 0.8 | 0.9 | 1.8 |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.481
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 23 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 51 | 0 | 50 | 0 | 0 | 0 | 0 | 1880 | 60 | 55 | 1715 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 51 | 0 | 50 | 0 | 0 | 0 | 0 | 1880 | 60 | 55 | 1715 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 51 | 0 | 50 | 0 | 0 | 0 | 0 | 1880 | 60 | 55 | 1715 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 51 | 0 | 50 | 0 | 0 | 0 | 0 | 1880 | 60 | 55 | 1715 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 51 | 0 | 50 | 0 | 0 | 0 | 0 | 1880 | 60 | 55 | 1715 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.04 | 0.03 | 0.34 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[8.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustment factors for each bound.

Critical Gap Module table with 12 columns showing critical gap and follow-up time for each bound.

Capacity Module table with 12 columns showing conflict volume, potential capacity, and volume/capacity ratio.

Level of Service Module table with 12 columns showing delay, LOS, and approach delay for each bound.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.1 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 34 | 0 | 43 | 6 | 223 | 0 | 0 | 349 | 9 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 34 | 0 | 43 | 6 | 223 | 0 | 0 | 349 | 9 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 34 | 0 | 43 | 6 | 223 | 0 | 0 | 349 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 34 | 0 | 43 | 6 | 223 | 0 | 0 | 349 | 9 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 34 | 0 | 43 | 6 | 223 | 0 | 0 | 349 | 9 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|----|---|----|---|-----|---|---|-----|---|
| AutoPCE: | 0 | 0 | 0 | 34 | 0 | 43 | 6 | 223 | 0 | 0 | 349 | 9 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 34 | 0 | 43 | 6 | 223 | 0 | 0 | 349 | 9 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 263 | 349 | 34 | 6 |
| MaxVolume: | xxxxxx | 1012 | 1182 | 1197 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1012 | 1182 | 1197 |
| ApproachVol: | xxxxxx | 77 | 229 | 358 |
| ApproachV/C: | 1.00 | 0.08 | 0.19 | 0.30 |
| ApproachDel: | xxxxxx | 3.9 | 3.8 | 4.3 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.2 | 0.7 | 1.3 |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[10.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns for Movement (L, T, R). Rows include Control, Rights, and Lanes.

Volume Module table with 12 columns for volume components: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module table with 12 columns for gap components: Critical Gp, FollowUpTim.

Capacity Module table with 12 columns for capacity components: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module table with 12 columns for LOS components: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 57 | 8 | 68 | 166 | 36 | 139 | 42 | 2279 | 42 | 52 | 1613 | 19 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 57 | 8 | 68 | 166 | 36 | 139 | 42 | 2279 | 42 | 52 | 1613 | 19 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 57 | 8 | 68 | 166 | 36 | 139 | 42 | 2279 | 42 | 52 | 1613 | 19 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 57 | 8 | 68 | 166 | 36 | 139 | 42 | 2279 | 42 | 52 | 1613 | 19 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 57 | 8 | 68 | 166 | 36 | 139 | 42 | 2279 | 42 | 52 | 1613 | 19 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.00 | 0.04 | 0.10 | 0.02 | 0.08 | 0.02 | 0.45 | 0.02 | 0.03 | 0.32 | 0.01 |
| Crit Moves: | | | **** | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.305
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 17 Level Of Service: A

| Street Name: | "B" St | | | | | | "LQ" St | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 19 | 103 | 0 | 0 | 105 | 0 | 9 | 218 | 41 | 0 | 300 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 19 | 103 | 0 | 0 | 105 | 0 | 9 | 218 | 41 | 0 | 300 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 19 | 103 | 0 | 0 | 105 | 0 | 9 | 218 | 41 | 0 | 300 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 19 | 103 | 0 | 0 | 105 | 0 | 9 | 218 | 41 | 0 | 300 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 19 | 103 | 0 | 0 | 105 | 0 | 9 | 218 | 41 | 0 | 300 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.84 | 0.16 | 1.00 | 1.00 | 0.00 |
| Final Sat.: | 1700 | 1700 | 0 | 1700 | 1700 | 0 | 1700 | 1431 | 269 | 1700 | 1700 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.06 | 0.00 | 0.00 | 0.06 | 0.00 | 0.01 | 0.15 | 0.15 | 0.00 | 0.18 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 52 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 99 | 38 | 26 | 131 | 58 | 527 | 150 | 853 | 38 | 12 | 1001 | 32 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 99 | 38 | 26 | 131 | 58 | 527 | 150 | 853 | 38 | 12 | 1001 | 32 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 99 | 38 | 26 | 131 | 58 | 527 | 150 | 853 | 38 | 12 | 1001 | 32 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 99 | 38 | 26 | 131 | 58 | 527 | 150 | 853 | 38 | 12 | 1001 | 32 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 99 | 38 | 26 | 131 | 58 | 527 | 150 | 853 | 38 | 12 | 1001 | 32 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.59 | 0.41 | 1.00 | 1.00 | 1.00 | 1.00 | 1.91 | 0.09 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 1009 | 691 | 1700 | 1700 | 1700 | 1700 | 3255 | 145 | 1700 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.04 | 0.04 | 0.08 | 0.03 | 0.31 | 0.09 | 0.26 | 0.26 | 0.01 | 0.29 | 0.02 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.834
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 60 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 11 | 203 | 166 | 19 | 48 | 22 | 2706 | 0 | 124 | 1780 | 61 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 11 | 203 | 166 | 19 | 48 | 22 | 2706 | 0 | 124 | 1780 | 61 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 11 | 203 | 166 | 19 | 48 | 22 | 2706 | 0 | 124 | 1780 | 61 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 11 | 203 | 166 | 19 | 48 | 22 | 2706 | 0 | 124 | 1780 | 61 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 11 | 203 | 166 | 19 | 48 | 22 | 2706 | 0 | 124 | 1780 | 61 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.28 | 0.72 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 482 | 1218 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.01 | 0.12 | 0.10 | 0.04 | 0.04 | 0.01 | 0.53 | 0.00 | 0.04 | 0.35 | 0.04 |
| Crit Moves: | | | **** | **** | | | **** | | | **** | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 9 | 0 | 0 | 202 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.00 | 0.119 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.12 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.11 | |
| RTC | | 0.12 | RTC | | 0.12 | RTC | | 0.00 | RTC | | 0.09 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.12 | Addl ICU | | 0.00 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.17 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 63 | 0 | 0 | 314 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.04 | 0.00 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.00 | 0.185 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.18 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.15 | |
| RTC | | 0.18 | RTC | | 0.18 | RTC | | 0.00 | RTC | | 0.11 | |
| Addl ICU | | -0.18 | Addl ICU | | -0.18 | Addl ICU | | 0.00 | Addl ICU | | -0.11 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.23 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 177 | 0 | 0 | 297 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.00 | 0.17 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.17 | 0.175 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.17 | RTOG | | 0.17 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.05 | RTC | | 0.00 | RTC | | 0.17 | RTC | | 0.17 | |
| Addl ICU | | -0.05 | Addl ICU | | 0.00 | Addl ICU | | -0.17 | Addl ICU | | -0.17 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.22 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 0 | 0 | 304 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.00 | 0.18 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.18 | | 0.179 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.00 | | RTOG | 0.00 | | RTOG | 0.18 | | RTOG | 0.18 | | Right Turn Adjustment |
| RTOR | 0.05 | | RTOR | 0.00 | | RTOR | 0.00 | | RTOR | 0.00 | | |
| RTC | 0.03 | | RTC | 0.00 | | RTC | 0.18 | | RTC | 0.18 | | |
| Addl ICU | -0.03 | | Addl ICU | 0.00 | | Addl ICU | -0.18 | | Addl ICU | -0.18 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.23 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 189 | 0 | 0 | 275 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.11 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.16 | V/C | | 0.00 | V/C | | 0.00 | 0.162 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.16 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.05 | |
| RTC | | 0.16 | RTC | | 0.16 | RTC | | 0.00 | RTC | | 0.04 | |
| Addl ICU | | -0.16 | Addl ICU | | -0.16 | Addl ICU | | 0.00 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.21 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 284 | 0 | 0 | 310 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.17 | 0.00 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.00 | 0.182 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.18 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | |
| RTC | | 0.18 | RTC | | 0.18 | RTC | | 0.00 | RTC | | 0.01 | |
| Addl ICU | | -0.18 | Addl ICU | | -0.18 | Addl ICU | | 0.00 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.23 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 179 | 0 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.11 | 0.00 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.00 | 0.118 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.12 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | |
| RTC | | 0.12 | RTC | | 0.12 | RTC | | 0.00 | RTC | | 0.01 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.12 | Addl ICU | | 0.00 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.17 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 5007 | 93 | Total Saturation |
| 1010 | 25 | 34 | 26 | 20 | 9 | 30 | 1309 | 542 | 159 | 1187 | 22 | Volume |
| 0.30 | 0.01 | 0.02 | 0.02 | 0.01 | 0.01 | 0.02 | 0.39 | 0.32 | 0.05 | 0.24 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.30 | V/C | | 0.01 | V/C | | 0.39 | V/C | | 0.05 | 0.741 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.29 | RTOG | | 0.01 | RTOG | | 0.39 | RTOG | | 0.41 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.19 | RTOR | | 0.30 | RTOR | | 0.29 | |
| RTC | | 0.33 | RTC | | 0.16 | RTC | | 0.61 | RTC | | 0.63 | |
| Addl ICU | | -0.31 | Addl ICU | | -0.15 | Addl ICU | | -0.29 | Addl ICU | | -0.40 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.79 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 141 | 573 | 294 | 289 | 1051 | 98 | 131 | 1610 | 326 | 353 | 2041 | 277 | Volume |
| 0.04 | 0.11 | 0.00 | 0.09 | 0.21 | 0.06 | 0.04 | 0.32 | 0.19 | 0.10 | 0.40 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.21 | V/C | | 0.04 | V/C | | 0.40 | 0.686 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.21 | RTOG | | 0.33 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.14 | |
| RTC | | 0.25 | RTC | | 0.23 | RTC | | 0.37 | RTC | | 0.50 | |
| Addl ICU | | -0.25 | Addl ICU | | -0.18 | Addl ICU | | -0.17 | Addl ICU | | -0.34 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.74 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 1.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 4119 | 981 | 3400 | 5100 | 1700 | 1700 | 2550 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 181 | 638 | 152 | 69 | 1294 | 398 | 302 | 176 | 246 | 497 | 377 | 101 | Volume |
| 0.05 | 0.15 | 0.15 | 0.02 | 0.25 | 0.23 | 0.18 | 0.07 | 0.10 | 0.15 | 0.22 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.25 | V/C | | 0.18 | V/C | | 0.22 | 0.706 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.29 | RTOG | | 0.25 | RTOG | | 0.25 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.33 | RTOR | | 0.18 | RTOR | | 0.05 | RTOR | | 0.15 | |
| RTC | | 0.53 | RTC | | 0.39 | RTC | | 0.29 | RTC | | 0.34 | |
| Addl ICU | | -0.38 | Addl ICU | | -0.15 | Addl ICU | | -0.20 | Addl ICU | | -0.28 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 127 | 678 | 256 | 253 | 1562 | 358 | 252 | 601 | 152 | 651 | 917 | 84 | Volume |
| 0.04 | 0.13 | 0.15 | 0.07 | 0.23 | 0.21 | 0.07 | 0.18 | 0.09 | 0.19 | 0.27 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.04 | | V/C | 0.23 | | V/C | 0.18 | | V/C | 0.19 | | 0.635 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.19 | | RTOG | 0.23 | | RTOG | 0.18 | | RTOG | 0.29 | | Right Turn Adjustment |
| RTOR | 0.19 | | RTOR | 0.10 | | RTOR | 0.04 | | RTOR | 0.13 | | |
| RTC | 0.34 | | RTC | 0.30 | | RTC | 0.20 | | RTC | 0.39 | | |
| Addl ICU | -0.19 | | Addl ICU | -0.09 | | Addl ICU | -0.12 | | Addl ICU | -0.35 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.69 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 269 | 0 | 221 | 0 | 0 | 0 | 0 | 558 | 846 | 358 | 1054 | 0 | Volume |
| 0.08 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.11 | 0.31 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.08 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.31 | | 0.389 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.08 | | RTOG | -0.08 | | RTOG | 0.20 | | RTOG | 0.31 | | Right Turn Adjustment |
| RTOR | 0.15 | | RTOR | 0.00 | | RTOR | 0.08 | | RTOR | 0.08 | | |
| RTC | 0.19 | | RTC | -0.08 | | RTC | 0.26 | | RTC | 0.37 | | |
| Addl ICU | -0.12 | | Addl ICU | 0.08 | | Addl ICU | -0.26 | | Addl ICU | -0.37 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.44 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 123 | 458 | 123 | 413 | 1008 | 122 | 206 | 1454 | 378 | 512 | 1653 | 120 | Volume |
| 0.04 | 0.09 | 0.04 | 0.12 | 0.30 | 0.07 | 0.06 | 0.21 | 0.22 | 0.15 | 0.32 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.04 | | V/C | 0.30 | | V/C | 0.06 | | V/C | 0.32 | | 0.717 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.21 | | RTOG | 0.30 | | RTOG | 0.23 | | RTOG | 0.32 | | |
| RTOR | 0.17 | | RTOR | 0.06 | | RTOR | 0.04 | | RTOR | 0.24 | | |
| RTC | 0.34 | | RTC | 0.34 | | RTC | 0.26 | | RTC | 0.51 | | |
| Addl ICU | -0.30 | | Addl ICU | -0.27 | | Addl ICU | -0.04 | | Addl ICU | -0.44 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 226 | 376 | 224 | 366 | 2382 | 89 | 86 | 389 | 673 | 483 | 970 | 318 | Volume |
| 0.07 | 0.07 | 0.00 | 0.11 | 0.47 | 0.05 | 0.03 | 0.08 | 0.00 | 0.14 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.07 | | V/C | 0.47 | | V/C | 0.08 | | V/C | 0.14 | | 0.752 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.43 | | RTOG | 0.47 | | RTOG | 0.08 | | RTOG | 0.19 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.03 | | RTOR | 0.07 | | RTOR | 0.46 | | |
| RTC | 0.53 | | RTC | 0.49 | | RTC | 0.13 | | RTC | 0.54 | | |
| Addl ICU | -0.53 | | Addl ICU | -0.44 | | Addl ICU | -0.13 | | Addl ICU | -0.35 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 0.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 1162 | 2238 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 285 | 994 | 719 | 347 | 3275 | 392 | 135 | 260 | 338 | 666 | 346 | 443 | Volume |
| 0.08 | 0.15 | 0.42 | 0.10 | 0.48 | 0.23 | 0.12 | 0.12 | 0.10 | 0.20 | 0.14 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.08 | | V/C | 0.48 | | V/C | 0.12 | | V/C | 0.20 | | 0.878 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.46 | | RTOG | 0.48 | | RTOG | 0.12 | | RTOG | 0.20 | | Right Turn Adjustment |
| RTOR | 0.20 | | RTOR | 0.18 | | RTOR | 0.08 | | RTOR | 0.42 | | |
| RTC | 0.61 | | RTC | 0.61 | | RTC | 0.18 | | RTC | 0.51 | | |
| Addl ICU | -0.19 | | Addl ICU | -0.38 | | Addl ICU | -0.08 | | Addl ICU | -0.34 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.93 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 1319 | 96 | 624 | 3542 | 0 | 684 | 2 | 1145 | 0 | 0 | 0 | Volume |
| 0.00 | 0.19 | 0.06 | 0.18 | 0.52 | 0.00 | 0.16 | 0.00 | 0.45 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | N/A | | Initial ICU |
| V/C | 0.00 | | V/C | 0.52 | | V/C | 0.16 | | V/C | 0.00 | | 0.682 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.34 | | RTOG | 0.52 | | RTOG | 0.16 | | RTOG | -0.16 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.16 | | RTOR | 0.00 | | RTOR | 0.33 | | |
| RTC | 0.46 | | RTC | 0.64 | | RTC | 0.16 | | RTC | 0.08 | | |
| Addl ICU | -0.40 | | Addl ICU | -0.64 | | Addl ICU | 0.29 | | Addl ICU | -0.08 | | |
| | 0.00 | | | 0.00 | | | 0.29 | | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 1.02 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4786 | 314 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 15 | 1248 | 82 | 100 | 4030 | 76 | 17 | 1 | 14 | 72 | 4 | 86 | Volume |
| 0.01 | 0.26 | 0.26 | 0.06 | 0.79 | 0.04 | 0.01 | 0.00 | 0.01 | 0.04 | 0.00 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.79 | V/C | | 0.00 | V/C | | 0.04 | 0.842 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.74 | RTOG | | 0.79 | RTOG | | 0.00 | RTOG | | 0.03 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.01 | RTOR | | 0.54 | |
| RTC | | 0.77 | RTC | | 0.82 | RTC | | 0.01 | RTC | | 0.44 | |
| Addl ICU | | -0.51 | Addl ICU | | -0.78 | Addl ICU | | 0.00 | Addl ICU | | -0.39 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.89 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 125 | 816 | 192 | 1709 | 1932 | 396 | 108 | 157 | 112 | 79 | 242 | 362 | Volume |
| 0.07 | 0.16 | 0.11 | 0.50 | 0.38 | 0.23 | 0.03 | 0.09 | 0.07 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.50 | V/C | | 0.03 | V/C | | 0.14 | 0.837 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.59 | RTOG | | 0.15 | RTOG | | 0.14 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.03 | RTOR | | 0.28 | RTOR | | 0.50 | |
| RTC | | 0.22 | RTC | | 0.61 | RTC | | 0.36 | RTC | | 0.52 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.38 | Addl ICU | | -0.30 | Addl ICU | | -0.52 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.89 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 220 | 0 | 254 | 0 | 1789 | 191 | 92 | 1908 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.07 | 0.00 | 0.26 | 0.11 | 0.05 | 0.37 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.13 | | V/C | 0.00 | | V/C | 0.37 | | 0.504 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.13 | | RTOG | 0.13 | | RTOG | 0.32 | | RTOG | 0.37 | | Right Turn Adjustment |
| RTOR | 0.11 | | RTOR | 0.00 | | RTOR | 0.13 | | RTOR | 0.13 | | |
| RTC | -0.05 | | RTC | 0.13 | | RTC | 0.42 | | RTC | 0.47 | | |
| Addl ICU | 0.05 | | Addl ICU | -0.05 | | Addl ICU | -0.30 | | Addl ICU | -0.47 | | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.55 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4465 | 635 | Total Saturation |
| 56 | 0 | 80 | 0 | 0 | 0 | 0 | 1840 | 140 | 0 | 1968 | 280 | Volume |
| 0.03 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.54 | 0.00 | 0.00 | 0.44 | 0.44 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.03 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.44 | 0.474 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | -0.03 | RTOG | | 0.44 | RTOG | | 0.44 | Right Turn Adjustment |
| RTOR | | -0.10 | RTOR | | 0.00 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | -0.04 | RTC | | -0.03 | RTC | | 0.47 | RTC | | 0.47 | |
| Addl ICU | | 0.09 | Addl ICU | | 0.03 | Addl ICU | | -0.47 | Addl ICU | | -0.02 | |
| | | 0.09 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.61 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 239 | 561 | 106 | 348 | 1588 | 855 | 886 | 1500 | 763 | 290 | 1428 | 340 | Volume |
| 0.07 | 0.11 | 0.00 | 0.10 | 0.31 | 0.00 | 0.17 | 0.29 | 0.45 | 0.09 | 0.28 | 0.20 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.31 | V/C | | 0.17 | V/C | | 0.28 | 0.835 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.28 | RTOG | | 0.31 | RTOG | | 0.37 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.17 | RTOR | | 0.07 | RTOR | | 0.27 | |
| RTC | | 0.40 | RTC | | 0.44 | RTC | | 0.42 | RTC | | 0.48 | |
| Addl ICU | | -0.40 | Addl ICU | | -0.44 | Addl ICU | | 0.03 | Addl ICU | | -0.28 | |
| | | 0.00 | | | 0.00 | | | 0.03 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.92 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5002 | 98 | 1700 | 696 | 1004 | 1700 | 1700 | 1700 | Total Saturation |
| 127 | 1121 | 112 | 93 | 2138 | 42 | 15 | 86 | 124 | 309 | 89 | 206 | Volume |
| 0.07 | 0.22 | 0.00 | 0.05 | 0.43 | 0.43 | 0.01 | 0.12 | 0.12 | 0.18 | 0.05 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.07 | | V/C | 0.43 | | V/C | 0.12 | | V/C | 0.18 | | 0.807 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.45 | | RTOG | 0.43 | | RTOG | 0.12 | | RTOG | 0.30 | | Right Turn Adjustment |
| RTOR | 0.18 | | RTOR | 0.25 | | RTOR | 0.07 | | RTOR | 0.28 | | |
| RTC | 0.58 | | RTC | 0.62 | | RTC | 0.18 | | RTC | 0.51 | | |
| Addl ICU | -0.58 | | Addl ICU | -0.19 | | Addl ICU | -0.06 | | Addl ICU | -0.39 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.86 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 4941 | 159 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 163 | 1144 | 239 | 115 | 2262 | 73 | 12 | 12 | 30 | 466 | 43 | 107 | Volume |
| 0.10 | 0.22 | 0.00 | 0.03 | 0.46 | 0.46 | 0.01 | 0.01 | 0.00 | 0.14 | 0.03 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.10 | | V/C | 0.46 | | V/C | 0.01 | | V/C | 0.14 | | 0.698 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.52 | | RTOG | 0.46 | | RTOG | 0.01 | | RTOG | 0.14 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.12 | | RTOR | 0.10 | | RTOR | 0.33 | | |
| RTC | 0.62 | | RTC | 0.55 | | RTC | 0.08 | | RTC | 0.38 | | |
| Addl ICU | -0.62 | | Addl ICU | -0.09 | | Addl ICU | -0.08 | | Addl ICU | -0.32 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.75 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2745 | 655 | Total Saturation |
| 5 | 1002 | 145 | 110 | 1418 | 1110 | 524 | 190 | 12 | 237 | 402 | 96 | Volume |
| 0.00 | 0.20 | 0.00 | 0.03 | 0.28 | 0.00 | 0.15 | 0.06 | 0.01 | 0.07 | 0.15 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.28 | V/C | | 0.15 | V/C | | 0.15 | 0.582 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.25 | RTOG | | 0.28 | RTOG | | 0.23 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.24 | RTOR | | 0.15 | RTOR | | 0.00 | RTOR | | 0.08 | |
| RTC | | 0.43 | RTC | | 0.39 | RTC | | 0.23 | RTC | | 0.21 | |
| Addl ICU | | -0.43 | Addl ICU | | -0.39 | Addl ICU | | -0.23 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.63 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3883 | 345 | 0 | 1272 | 0 | 0 | 0 | 0 | 168 | 0 | 1249 | Volume |
| 0.00 | 0.57 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.57 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.10 | 0.670 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.57 | RTOG | | 0.57 | RTOG | | -0.10 | RTOG | | 0.10 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.10 | RTOR | | 0.32 | RTOR | | 0.00 | |
| RTC | | 0.65 | RTC | | 0.65 | RTC | | 0.14 | RTC | | 0.10 | |
| Addl ICU | | -0.65 | Addl ICU | | -0.65 | Addl ICU | | -0.14 | Addl ICU | | 0.15 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.15 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.87 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 1469 | 0 | 0 | 1081 | 407 | 2704 | 0 | 519 | 0 | 0 | 0 | Volume |
| 0.00 | 0.29 | 0.00 | 0.00 | 0.21 | 0.00 | 0.53 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.29 | V/C | | 0.00 | V/C | | 0.53 | V/C | | 0.00 | 0.818 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.29 | RTOG | | 0.29 | RTOG | | 0.53 | RTOG | | -0.53 | Right Turn Adjustment |
| RTOR | | 0.53 | RTOR | | 0.53 | RTOR | | 0.08 | RTOR | | 0.00 | |
| RTC | | 0.69 | RTC | | 0.69 | RTC | | 0.59 | RTC | | -0.53 | |
| Addl ICU | | -0.69 | Addl ICU | | -0.69 | Addl ICU | | -0.28 | Addl ICU | | 0.53 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.87 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 248 | 0 | 401 | 0 | 776 | 400 | 441 | 1388 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.12 | 0.00 | 0.23 | 0.24 | 0.13 | 0.41 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.15 | V/C | | 0.00 | V/C | | 0.41 | 0.554 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.15 | RTOG | | 0.15 | RTOG | | 0.28 | RTOG | | 0.41 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.00 | RTOR | | 0.15 | RTOR | | 0.15 | |
| RTC | | -0.01 | RTC | | 0.15 | RTC | | 0.39 | RTC | | 0.52 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.03 | Addl ICU | | -0.15 | Addl ICU | | -0.52 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.60 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 288 | 0 | 571 | 0 | 0 | 0 | 0 | 996 | 45 | 138 | 1538 | 0 | Volume |
| 0.08 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 | 0.00 | 0.08 | 0.45 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.08 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.45 | | 0.537 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.08 | | RTOG | -0.08 | | RTOG | 0.37 | | RTOG | 0.45 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.00 | | RTOR | 0.08 | | RTOR | 0.08 | | |
| RTC | 0.20 | | RTC | -0.08 | | RTC | 0.43 | | RTC | 0.52 | | |
| Addl ICU | -0.04 | | Addl ICU | 0.08 | | Addl ICU | -0.43 | | Addl ICU | -0.52 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.59 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 283 | 23 | 57 | 117 | 79 | 39 | 23 | 480 | 136 | 215 | 1100 | 16 | Volume |
| 0.17 | 0.01 | 0.03 | 0.07 | 0.02 | 0.02 | 0.01 | 0.14 | 0.08 | 0.13 | 0.32 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.17 | | V/C | 0.02 | | V/C | 0.01 | | V/C | 0.32 | | 0.527 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.02 | | RTOG | 0.21 | | RTOG | 0.32 | | Right Turn Adjustment |
| RTOR | 0.20 | | RTOR | 0.01 | | RTOR | 0.17 | | RTOR | 0.18 | | |
| RTC | 0.27 | | RTC | 0.03 | | RTC | 0.34 | | RTC | 0.46 | | |
| Addl ICU | -0.23 | | Addl ICU | -0.01 | | Addl ICU | -0.26 | | Addl ICU | -0.45 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 259 | 1441 | 850 | 488 | 1212 | Total Saturation |
| 69 | 122 | 1 | 46 | 530 | 195 | 25 | 9 | 50 | 1 | 31 | 77 | Volume |
| 0.08 | 0.07 | 0.00 | 0.05 | 0.31 | 0.23 | 0.03 | 0.03 | 0.03 | 0.00 | 0.06 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.31 | V/C | | 0.03 | V/C | | 0.06 | 0.486 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.34 | RTOG | | 0.31 | RTOG | | 0.09 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.03 | RTOR | | 0.08 | RTOR | | 0.32 | |
| RTC | | 0.38 | RTC | | 0.33 | RTC | | 0.15 | RTC | | 0.30 | |
| Addl ICU | | -0.38 | Addl ICU | | -0.10 | Addl ICU | | -0.12 | Addl ICU | | -0.24 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.54 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 133 | 53 | 68 | 267 | 362 | 460 | 127 | 1623 | 274 | 169 | 1830 | 82 | Volume |
| 0.04 | 0.02 | 0.04 | 0.16 | 0.11 | 0.00 | 0.04 | 0.32 | 0.16 | 0.05 | 0.36 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.11 | V/C | | 0.04 | V/C | | 0.36 | 0.542 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.11 | RTOG | | 0.35 | RTOG | | 0.36 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.13 | |
| RTC | | 0.05 | RTC | | 0.13 | RTC | | 0.38 | RTC | | 0.46 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.13 | Addl ICU | | -0.21 | Addl ICU | | -0.41 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.59 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3211 | 189 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3235 | 165 | Total Saturation |
| 159 | 68 | 4 | 24 | 377 | 945 | 680 | 317 | 562 | 26 | 609 | 31 | Volume |
| 0.05 | 0.02 | 0.02 | 0.01 | 0.11 | 0.56 | 0.20 | 0.09 | 0.33 | 0.02 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.11 | V/C | | 0.20 | V/C | | 0.19 | 0.546 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.14 | RTOG | | 0.11 | RTOG | | 0.37 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.30 | RTOR | | 0.20 | RTOR | | 0.05 | RTOR | | 0.14 | |
| RTC | | 0.36 | RTC | | 0.26 | RTC | | 0.41 | RTC | | 0.29 | |
| Addl ICU | | -0.34 | Addl ICU | | 0.30 | Addl ICU | | -0.08 | Addl ICU | | -0.10 | |
| | | 0.00 | | | 0.30 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.89 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 320 | 0 | 168 | 66 | 977 | 0 | 0 | 1249 | 162 | Volume |
| 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.10 | 0.04 | 0.29 | 0.00 | 0.00 | 0.37 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.09 | V/C | | 0.04 | V/C | | 0.37 | 0.500 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.09 | RTOG | | 0.09 | RTOG | | 0.41 | RTOG | | 0.37 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.04 | RTOR | | 0.09 | RTOR | | 0.09 | |
| RTC | | 0.00 | RTC | | 0.12 | RTC | | 0.48 | RTC | | 0.44 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.02 | Addl ICU | | -0.48 | Addl ICU | | -0.34 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.55 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 46 | 0 | 0 | 0 | 0 | 2411 | 81 | 121 | 2127 | 0 | Volume |
| 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.47 | 0.05 | 0.07 | 0.42 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.47 | V/C | | 0.07 | 0.544 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.47 | RTOG | | 0.54 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.13 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.05 | RTC | | 0.10 | RTC | | 0.47 | RTC | | 0.54 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.10 | Addl ICU | | -0.43 | Addl ICU | | -0.54 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.59 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 126 | 341 | 96 | 292 | 517 | 384 | 197 | 470 | 94 | 161 | 1082 | 338 | Volume |
| 0.07 | 0.10 | 0.06 | 0.09 | 0.15 | 0.23 | 0.06 | 0.14 | 0.06 | 0.05 | 0.32 | 0.20 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.07 | | V/C | 0.15 | | V/C | 0.06 | | V/C | 0.32 | | 0.602 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.14 | | RTOG | 0.15 | | RTOG | 0.33 | | RTOG | 0.32 | | Right Turn Adjustment |
| RTOR | 0.24 | | RTOR | 0.06 | | RTOR | 0.07 | | RTOR | 0.13 | | |
| RTC | 0.32 | | RTC | 0.20 | | RTC | 0.38 | | RTC | 0.41 | | |
| Addl ICU | -0.26 | | Addl ICU | 0.03 | | Addl ICU | -0.33 | | Addl ICU | -0.21 | | |
| | 0.00 | | | 0.03 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.68 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 579 | 439 | 206 | 112 | 323 | 307 | 251 | 1068 | 336 | 175 | 1449 | 133 | Volume |
| 0.17 | 0.13 | 0.12 | 0.07 | 0.10 | 0.18 | 0.07 | 0.21 | 0.00 | 0.05 | 0.28 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.17 | | V/C | 0.10 | | V/C | 0.07 | | V/C | 0.28 | | 0.623 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.20 | | RTOG | 0.10 | | RTOG | 0.31 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.15 | | RTOR | 0.07 | | RTOR | 0.17 | | RTOR | 0.14 | | |
| RTC | 0.31 | | RTC | 0.15 | | RTC | 0.43 | | RTC | 0.39 | | |
| Addl ICU | -0.19 | | Addl ICU | 0.03 | | Addl ICU | -0.43 | | Addl ICU | -0.31 | | |
| | 0.00 | | | 0.03 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 1700 | 6938 | 1562 | 3400 | 1700 | 3400 | 3400 | 2550 | 850 | Total Saturation |
| 951 | 2954 | 34 | 27 | 3021 | 680 | 220 | 14 | 309 | 5 | 12 | 4 | Volume |
| 0.28 | 0.43 | 0.02 | 0.02 | 0.44 | 0.44 | 0.06 | 0.01 | 0.09 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.28 | V/C | | 0.44 | V/C | | 0.06 | V/C | | 0.00 | 0.785 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.70 | RTOG | | 0.44 | RTOG | | 0.07 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.06 | RTOR | | 0.28 | RTOR | | 0.28 | |
| RTC | | 0.75 | RTC | | 0.48 | RTC | | 0.28 | RTC | | 0.22 | |
| Addl ICU | | -0.73 | Addl ICU | | -0.05 | Addl ICU | | -0.19 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 243 | 1457 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 401 | 8 | 48 | 40 | 91 | 327 | 11 | 515 | 106 | 25 | 805 | 0 | Volume |
| 0.12 | 0.03 | 0.03 | 0.02 | 0.05 | 0.19 | 0.01 | 0.15 | 0.06 | 0.01 | 0.24 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.12 | V/C | | 0.05 | V/C | | 0.01 | V/C | | 0.24 | 0.415 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.05 | RTOG | | 0.23 | RTOG | | 0.24 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.01 | RTOR | | 0.12 | RTOR | | 0.14 | |
| RTC | | 0.22 | RTC | | 0.06 | RTC | | 0.32 | RTC | | 0.34 | |
| Addl ICU | | -0.18 | Addl ICU | | 0.13 | Addl ICU | | -0.25 | Addl ICU | | -0.34 | |
| | | 0.00 | | | 0.13 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.60 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 47 | 42 | 127 | 371 | 68 | 161 | 87 | 1881 | 34 | 102 | 1860 | 198 | Volume |
| 0.03 | 0.02 | 0.07 | 0.11 | 0.04 | 0.09 | 0.05 | 0.37 | 0.02 | 0.06 | 0.36 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.02 | | V/C | 0.11 | | V/C | 0.37 | | V/C | 0.06 | | 0.563 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.02 | | RTOG | 0.11 | | RTOG | 0.37 | | RTOG | 0.38 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.06 | | RTOR | 0.09 | | RTOR | 0.11 | | |
| RTC | 0.07 | | RTC | 0.15 | | RTC | 0.44 | | RTC | 0.46 | | |
| Addl ICU | 0.01 | | Addl ICU | -0.06 | | Addl ICU | -0.42 | | Addl ICU | -0.34 | | |
| | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.62 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2703 | 697 | 1700 | 3358 | 42 | 1700 | 280 | 1420 | 1700 | 1336 | 364 | Total Saturation |
| 17 | 163 | 42 | 2 | 641 | 8 | 12 | 14 | 71 | 148 | 11 | 3 | Volume |
| 0.01 | 0.06 | 0.06 | 0.00 | 0.19 | 0.19 | 0.01 | 0.05 | 0.05 | 0.09 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.19 | V/C | | 0.05 | V/C | | 0.09 | 0.338 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.19 | RTOG | | 0.05 | RTOG | | 0.13 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.13 | RTOR | | 0.01 | RTOR | | 0.14 | |
| RTC | | 0.27 | RTC | | 0.29 | RTC | | 0.06 | RTC | | 0.24 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.10 | Addl ICU | | -0.01 | Addl ICU | | -0.23 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.39 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 0 | 850 | 1700 | 850 | Total Saturation |
| 27 | 232 | 128 | 25 | 891 | 52 | 6 | 41 | 0 | 276 | 109 | 9 | Volume |
| 0.03 | 0.14 | 0.15 | 0.03 | 0.52 | 0.06 | 0.01 | 0.02 | 0.00 | 0.32 | 0.06 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.52 | V/C | | 0.02 | V/C | | 0.32 | 0.905 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.53 | RTOG | | 0.52 | RTOG | | 0.02 | RTOG | | 0.34 | Right Turn Adjustment |
| RTOR | | 0.32 | RTOR | | 0.28 | RTOR | | 0.03 | RTOR | | 0.42 | |
| RTC | | 0.77 | RTC | | 0.74 | RTC | | 0.05 | RTC | | 0.66 | |
| Addl ICU | | -0.62 | Addl ICU | | -0.68 | Addl ICU | | -0.05 | Addl ICU | | -0.65 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.95 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3201 | 199 | 1700 | 2571 | 829 | 1700 | 181 | 1519 | 1700 | 1133 | 567 | Total Saturation |
| 14 | 161 | 10 | 1 | 595 | 192 | 18 | 5 | 42 | 51 | 26 | 13 | Volume |
| 0.01 | 0.05 | 0.05 | 0.00 | 0.23 | 0.23 | 0.01 | 0.03 | 0.03 | 0.03 | 0.02 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.23 | V/C | | 0.03 | V/C | | 0.03 | 0.297 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.23 | RTOG | | 0.03 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.01 | RTOR | | 0.19 | |
| RTC | | 0.26 | RTC | | 0.26 | RTC | | 0.03 | RTC | | 0.19 | |
| Addl ICU | | -0.21 | Addl ICU | | -0.03 | Addl ICU | | -0.01 | Addl ICU | | -0.17 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.35 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 0 | 0 | 1670 | 30 | 850 | 1693 | 7 | 850 | 1700 | 0 | Total Saturation |
| 1 | 28 | 0 | 0 | 222 | 4 | 2 | 239 | 1 | 19 | 463 | 0 | Volume |
| 0.00 | 0.02 | 0.00 | 0.00 | 0.13 | 0.13 | 0.00 | 0.14 | 0.14 | 0.02 | 0.27 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.27 | 0.409 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.13 | RTOG | | 0.25 | RTOG | | 0.27 | Right Turn Adjustment |
| RTOR | | 0.13 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.12 | |
| RTC | | 0.23 | RTC | | 0.13 | RTC | | 0.25 | RTC | | 0.36 | |
| Addl ICU | | -0.23 | Addl ICU | | 0.00 | Addl ICU | | -0.11 | Addl ICU | | -0.36 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.46 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 65 | 0 | 58 | 0 | 0 | 0 | 0 | 1894 | 66 | 61 | 2002 | 0 | Volume |
| 0.04 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.04 | 0.04 | 0.39 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.37 | V/C | | 0.04 | 0.445 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | -0.04 | RTOG | | 0.37 | RTOG | | 0.41 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.01 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.07 | RTC | | -0.03 | RTC | | 0.40 | RTC | | 0.44 | |
| Addl ICU | | -0.03 | Addl ICU | | 0.03 | Addl ICU | | -0.36 | Addl ICU | | -0.44 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.50 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 8 | 13 | 0 | 0 | 45 | 142 | 26 | 0 | 20 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.03 | 0.08 | 0.02 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.02 | V/C | | 0.00 | 0.046 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.03 | RTOG | | 0.02 | RTOG | | -0.02 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.02 | |
| RTC | | 0.04 | RTC | | 0.04 | RTC | | 0.02 | RTC | | 0.00 | |
| Addl ICU | | -0.04 | Addl ICU | | 0.05 | Addl ICU | | -0.01 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.05 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.14 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 37 | 1663 | 0 | 0 | 1658 | 43 | Total Saturation |
| 0 | 0 | 0 | 31 | 0 | 39 | 5 | 223 | 0 | 0 | 390 | 10 | Volume |
| 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.05 | 0.13 | 0.13 | 0.00 | 0.00 | 0.24 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.04 | V/C | | 0.13 | V/C | | 0.24 | 0.406 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.04 | RTOG | | 0.04 | RTOG | | 0.37 | RTOG | | 0.24 | Right Turn Adjustment |
| RTOR | | 0.24 | RTOR | | 0.13 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.14 | RTC | | 0.14 | RTC | | 0.40 | RTC | | 0.26 | |
| Addl ICU | | -0.14 | Addl ICU | | -0.09 | Addl ICU | | -0.40 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.46 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 4 | 13 | 264 | 0 | 0 | 360 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.16 | 0.00 | 0.00 | 0.21 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.21 | 0.219 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.22 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.05 | RTC | | 0.01 | RTC | | 0.22 | RTC | | 0.21 | |
| Addl ICU | | -0.05 | Addl ICU | | 0.00 | Addl ICU | | -0.22 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.27 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 58 | 8 | 67 | 172 | 33 | 145 | 37 | 2317 | 64 | 54 | 2003 | 24 | Volume |
| 0.03 | 0.00 | 0.04 | 0.10 | 0.02 | 0.09 | 0.02 | 0.45 | 0.04 | 0.03 | 0.39 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.10 | V/C | | 0.45 | V/C | | 0.03 | 0.592 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.07 | RTOG | | 0.45 | RTOG | | 0.46 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.10 | |
| RTC | | 0.03 | RTC | | 0.14 | RTC | | 0.52 | RTC | | 0.54 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.06 | Addl ICU | | -0.48 | Addl ICU | | -0.53 | |
| | | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.65 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 0 | 1700 | 1423 | 277 | 0 | 1700 | 0 | Total Saturation |
| 22 | 100 | 0 | 0 | 109 | 0 | 8 | 211 | 41 | 0 | 338 | 0 | Volume |
| 0.01 | 0.06 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.15 | 0.15 | 0.00 | 0.20 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.01 | V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.20 | 0.281 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | 0.06 | RTOG | | 0.20 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.00 | RTOR | | 0.01 | RTOR | | 0.02 | |
| RTC | | 0.12 | RTC | | 0.07 | RTC | | 0.21 | RTC | | 0.21 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.07 | Addl ICU | | -0.07 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.33 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1031 | 669 | 1700 | 1700 | 1700 | 1700 | 3255 | 145 | 1700 | 3400 | 1700 | Total Saturation |
| 102 | 37 | 24 | 124 | 58 | 562 | 148 | 830 | 37 | 12 | 1059 | 35 | Volume |
| 0.06 | 0.04 | 0.04 | 0.07 | 0.03 | 0.33 | 0.09 | 0.26 | 0.26 | 0.01 | 0.31 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.07 | V/C | | 0.09 | V/C | | 0.31 | 0.507 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.05 | RTOG | | 0.39 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.09 | RTOR | | 0.07 | RTOR | | 0.07 | |
| RTC | | 0.14 | RTC | | 0.11 | RTC | | 0.45 | RTC | | 0.37 | |
| Addl ICU | | -0.11 | Addl ICU | | 0.22 | Addl ICU | | -0.19 | Addl ICU | | -0.35 | |
| | | 0.00 | | | 0.22 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.77 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 1700 | 1700 | 425 | 1275 | 1700 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 0 | 15 | 195 | 156 | 17 | 51 | 28 | 2746 | 0 | 152 | 2172 | 51 | Volume |
| 0.00 | 0.01 | 0.11 | 0.09 | 0.04 | 0.04 | 0.02 | 0.54 | 0.00 | 0.04 | 0.43 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.09 | V/C | | 0.54 | V/C | | 0.04 | 0.684 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.10 | RTOG | | 0.54 | RTOG | | 0.57 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.16 | RTOR | | 0.06 | RTOR | | 0.09 | |
| RTC | | 0.04 | RTC | | 0.22 | RTC | | 0.58 | RTC | | 0.64 | |
| Addl ICU | | 0.07 | Addl ICU | | -0.18 | Addl ICU | | -0.58 | Addl ICU | | -0.61 | |
| | | 0.07 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.81 | | | | | | | | | | | | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2035 – NO PROJECT
2012 MODIFIED PROJECT OPTION 1
PM PEAK HOUR**

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Impact Analysis Report
 Level Of Service

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|--------------|-------------|--------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #282 Jeffrey Rd & Portola Pkwy | B | xxxxxx 0.659 | B | xxxxxx 0.659 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxxx 0.919 | E | xxxxxx 0.919 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | C | xxxxxx 0.752 | C | xxxxxx 0.752 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | D | xxxxxx 0.878 | D | xxxxxx 0.878 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx 0.597 | A | xxxxxx 0.597 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | C | xxxxxx 0.789 | C | xxxxxx 0.789 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | E | xxxxxx 0.901 | E | xxxxxx 0.901 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | C | 33.5 0.968 | C | 33.5 0.968 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 18.7 0.862 | B | 18.7 0.862 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxxx 1.142 | F | xxxxxx 1.142 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | A | 8.6 0.593 | A | 8.6 0.593 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 11.5 0.777 | B | 11.5 0.777 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | F | xxxxxx 1.009 | F | xxxxxx 1.009 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | B | xxxxxx 0.699 | B | xxxxxx 0.699 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx 0.591 | A | xxxxxx 0.591 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | C | xxxxxx 0.792 | C | xxxxxx 0.792 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | A | 6.8 0.616 | A | 6.8 0.616 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 24.9 0.902 | C | 24.9 0.902 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | E | xxxxxx 0.928 | E | xxxxxx 0.928 | + 0.000 V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 13.5 0.538 | B | 13.5 0.538 | + 0.000 D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | C | 20.4 0.593 | C | 20.4 0.593 | + 0.000 D/V |
| #556 Ridge Valley & Portola Pkwy | C | xxxxxx 0.714 | C | xxxxxx 0.714 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 2.7 0.262 | A | 2.7 0.262 | + 0.000 V/C |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #558 "O" St & Irvine Blvd | D xxxxx | 0.815 | D xxxxx | 0.815 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | C xxxxx | 0.714 | C xxxxx | 0.714 | + 0.000 V/C |
| #560 "O" St & Marine Wy | C xxxxx | 0.714 | C xxxxx | 0.714 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | C xxxxx | 0.719 | C xxxxx | 0.719 | + 0.000 V/C |
| #566 Marine Wy & Barranca Pkwy | B xxxxx | 0.651 | B xxxxx | 0.651 | + 0.000 V/C |
| #567 Marine Wy & Alton Pkwy | B xxxxx | 0.644 | B xxxxx | 0.644 | + 0.000 V/C |
| #569 Bake Pkwy & Marine Wy | D xxxxx | 0.830 | D xxxxx | 0.830 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | A xxxxx | 0.526 | A xxxxx | 0.526 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | C xxxxx | 0.791 | C xxxxx | 0.791 | + 0.000 V/C |
| #603 "O" St & "LN" St | A xxxxx | 0.327 | A xxxxx | 0.327 | + 0.000 V/C |
| #605 "O" St & "LQ" St | A 3.2 | 0.404 | A 3.2 | 0.404 | + 0.000 V/C |
| #608 "O" St & "LV" St | A xxxxx | 0.335 | A xxxxx | 0.335 | + 0.000 V/C |
| #626 "LY" St & "LQ" St | A 4.8 | 0.387 | A 4.8 | 0.387 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | B xxxxx | 0.617 | B xxxxx | 0.617 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A 9.9 | 0.100 | A 9.9 | 0.100 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A 4.4 | 0.360 | A 4.4 | 0.360 | + 0.000 V/C |
| #787 "Z" St & "LQ" St | A 9.9 | 0.019 | A 9.9 | 0.019 | + 0.000 D/V |
| #790 "Z" St & Irvine Blvd | C xxxxx | 0.771 | C xxxxx | 0.771 | + 0.000 V/C |
| #798 "B" St & "LQ" St | A xxxxx | 0.396 | A xxxxx | 0.396 | + 0.000 V/C |
| #799 "B" St & Marine Wy | D xxxxx | 0.827 | D xxxxx | 0.827 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D xxxxx | 0.807 | D xxxxx | 0.807 | + 0.000 V/C |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|-----|---|--------------|-----|----|------------|---|----|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 69 | 123 | 0 | 0 | 104 | 24 | 47 | 0 | 96 | 0 | 0 | 0 | 0 | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.9 | | | xxxxxx | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=143]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=463]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|----|------------|---|-----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 69 | 123 | | 0 | 0 | 0 | 104 | 24 | | | 47 | 0 | 96 | | | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | | | | | | | | | | | 320 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 143 | | | | | | | | | |
| Minor Approach Volume Threshold: | 864 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|-------------|---|---|-------------|---|---|--------------|----|-----|--------------|---|---|-----|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24 | 383 | 0 | 0 | 0 | 307 | 0 | 0 |
| ApproachDel: | xxxxxxx | | | 9.9 | | | xxxxxxx | | | xxxxxxx | | | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=1]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=715]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|---|--------------|---|---|---|---|-----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | | 0 | | 0 | 0 | | 0 | | 1 | 24 | | 383 | | 0 | 0 | | 307 | | 0 |
| Major Street Volume: | | | | | 714 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 1 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 401 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 2 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 743 | 30 | 72 | 127 | 67 | 42 | 134 | 1221 | 443 | 309 | 874 | 30 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 743 | 30 | 72 | 127 | 67 | 42 | 134 | 1221 | 443 | 309 | 874 | 30 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 743 | 30 | 0 | 127 | 67 | 42 | 134 | 1221 | 443 | 309 | 874 | 30 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 743 | 30 | 0 | 127 | 67 | 42 | 134 | 1221 | 443 | 309 | 874 | 30 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 743 | 30 | 0 | 127 | 67 | 42 | 134 | 1221 | 443 | 309 | 874 | 30 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.90 | 0.10 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 4931 | 169 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.22 | 0.02 | 0.00 | 0.07 | 0.04 | 0.02 | 0.08 | 0.24 | 0.26 | 0.09 | 0.18 | 0.18 |
| Crit Moves: | **** | | | **** | | | | | **** | **** | | |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.919
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 99 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 432 | 804 | 426 | 240 | 432 | 158 | 100 | 1554 | 276 | 300 | 2079 | 376 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 432 | 804 | 426 | 240 | 432 | 158 | 100 | 1554 | 276 | 300 | 2079 | 376 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 432 | 804 | 0 | 240 | 432 | 158 | 100 | 1554 | 276 | 300 | 2079 | 376 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 432 | 804 | 0 | 240 | 432 | 158 | 100 | 1554 | 276 | 300 | 2079 | 376 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 432 | 804 | 0 | 240 | 432 | 158 | 100 | 1554 | 276 | 300 | 2079 | 376 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.55 | 0.45 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4331 | 769 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.16 | 0.00 | 0.07 | 0.08 | 0.09 | 0.03 | 0.36 | 0.36 | 0.09 | 0.61 | 0.22 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.752
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 389 | 1277 | 427 | 68 | 697 | 254 | 255 | 266 | 254 | 223 | 240 | 96 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 389 | 1277 | 427 | 68 | 697 | 254 | 255 | 266 | 254 | 223 | 240 | 96 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 389 | 1277 | 427 | 68 | 697 | 254 | 255 | 266 | 254 | 223 | 240 | 96 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 389 | 1277 | 427 | 68 | 697 | 254 | 255 | 266 | 254 | 223 | 240 | 96 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 389 | 1277 | 427 | 68 | 697 | 254 | 255 | 266 | 254 | 223 | 240 | 96 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.25 | 0.75 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.71 | 0.29 |
| Final Sat.: | 3400 | 3822 | 1278 | 3400 | 5100 | 1700 | 1700 | 1700 | 1700 | 3400 | 1214 | 486 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.11 | 0.33 | 0.33 | 0.02 | 0.14 | 0.15 | 0.15 | 0.16 | 0.15 | 0.07 | 0.20 | 0.20 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.878
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 75 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 241 | 1933 | 510 | 100 | 946 | 153 | 390 | 715 | 166 | 257 | 695 | 273 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 241 | 1933 | 510 | 100 | 946 | 153 | 390 | 715 | 166 | 257 | 695 | 273 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 241 | 1933 | 510 | 100 | 946 | 153 | 390 | 715 | 166 | 257 | 695 | 273 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 241 | 1933 | 510 | 100 | 946 | 153 | 390 | 715 | 166 | 257 | 695 | 273 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 241 | 1933 | 510 | 100 | 946 | 153 | 390 | 715 | 166 | 257 | 695 | 273 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.37 | 0.63 | 2.00 | 4.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 4035 | 1065 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.48 | 0.48 | 0.03 | 0.14 | 0.09 | 0.11 | 0.21 | 0.10 | 0.08 | 0.20 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 802 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 278 | 247 | 726 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 802 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 278 | 247 | 726 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 802 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 0 | 247 | 726 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 802 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 0 | 247 | 726 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 802 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 0 | 247 | 726 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.24 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.07 | 0.21 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.789
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 529 | 864 | 487 | 106 | 484 | 201 | 196 | 1273 | 191 | 435 | 1955 | 506 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 529 | 864 | 487 | 106 | 484 | 201 | 196 | 1273 | 191 | 435 | 1955 | 506 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 529 | 864 | 487 | 106 | 484 | 201 | 196 | 1273 | 191 | 435 | 1955 | 506 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 529 | 864 | 487 | 106 | 484 | 201 | 196 | 1273 | 191 | 435 | 1955 | 506 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 529 | 864 | 487 | 106 | 484 | 201 | 196 | 1273 | 191 | 435 | 1955 | 506 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.16 | 0.17 | 0.14 | 0.03 | 0.14 | 0.12 | 0.06 | 0.19 | 0.11 | 0.13 | 0.38 | 0.30 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.901
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 87 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 714 | 2100 | 474 | 389 | 752 | 151 | 200 | 635 | 252 | 420 | 519 | 452 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 714 | 2100 | 474 | 389 | 752 | 151 | 200 | 635 | 252 | 420 | 519 | 452 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 714 | 2100 | 0 | 389 | 752 | 151 | 200 | 635 | 0 | 420 | 519 | 452 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 714 | 2100 | 0 | 389 | 752 | 151 | 200 | 635 | 0 | 420 | 519 | 452 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 714 | 2100 | 0 | 389 | 752 | 151 | 200 | 635 | 0 | 420 | 519 | 452 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.21 | 0.41 | 0.00 | 0.11 | 0.15 | 0.09 | 0.06 | 0.12 | 0.00 | 0.12 | 0.15 | 0.27 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.968
Loss Time (sec): 0 Average Delay (sec/veh): 33.5
Optimal Cycle: 180 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.862
Loss Time (sec): 0 Average Delay (sec/veh): 18.7
Optimal Cycle: 166 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.142
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 220 | 1697 | 143 | 635 | 1105 | 214 | 349 | 279 | 94 | 201 | 94 | 1597 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 220 | 1697 | 143 | 635 | 1105 | 214 | 349 | 279 | 94 | 201 | 94 | 1597 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 220 | 1697 | 143 | 635 | 1105 | 214 | 349 | 279 | 94 | 201 | 94 | 1597 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 220 | 1697 | 143 | 635 | 1105 | 214 | 349 | 279 | 94 | 201 | 94 | 1597 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 220 | 1697 | 143 | 635 | 1105 | 214 | 349 | 279 | 94 | 201 | 94 | 1597 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.51 | 0.49 | 2.00 | 0.75 | 0.25 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4273 | 827 | 3400 | 1272 | 428 | 3400 | 1700 | 3400 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.33 | 0.08 | 0.19 | 0.26 | 0.26 | 0.10 | 0.22 | 0.22 | 0.06 | 0.06 | 0.47 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 0 Average Delay (sec/veh): 8.6
Optimal Cycle: 56 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 0 Average Delay (sec/veh): 11.5
Optimal Cycle: 102 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat. values.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.009
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module table with 12 columns representing capacity and critical moves like Vol/Sat, Crit Moves.

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 37 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 106 | 2096 | 345 | 53 | 1022 | 48 | 33 | 66 | 147 | 138 | 72 | 123 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 106 | 2096 | 345 | 53 | 1022 | 48 | 33 | 66 | 147 | 138 | 72 | 123 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 106 | 2096 | 0 | 53 | 1022 | 48 | 33 | 66 | 147 | 138 | 72 | 123 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 106 | 2096 | 0 | 53 | 1022 | 48 | 33 | 66 | 147 | 138 | 72 | 123 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 106 | 2096 | 0 | 53 | 1022 | 48 | 33 | 66 | 147 | 138 | 72 | 123 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.87 | 0.13 | 1.00 | 0.31 | 0.69 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 4871 | 229 | 1700 | 527 | 1173 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.41 | 0.00 | 0.03 | 0.21 | 0.21 | 0.02 | 0.13 | 0.13 | 0.08 | 0.04 | 0.07 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 20 | 2085 | 374 | 76 | 1596 | 8 | 43 | 24 | 138 | 327 | 14 | 134 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 2085 | 374 | 76 | 1596 | 8 | 43 | 24 | 138 | 327 | 14 | 134 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 2085 | 0 | 76 | 1596 | 8 | 43 | 24 | 0 | 327 | 14 | 134 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 2085 | 0 | 76 | 1596 | 8 | 43 | 24 | 0 | 327 | 14 | 134 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 20 | 2085 | 0 | 76 | 1596 | 8 | 43 | 24 | 0 | 327 | 14 | 134 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.99 | 0.01 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5075 | 25 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.41 | 0.00 | 0.02 | 0.31 | 0.31 | 0.03 | 0.01 | 0.00 | 0.10 | 0.01 | 0.08 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 24 | 1205 | 417 | 137 | 1108 | 695 | 1101 | 524 | 6 | 163 | 353 | 129 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 24 | 1205 | 417 | 137 | 1108 | 695 | 1101 | 524 | 6 | 163 | 353 | 129 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 24 | 1205 | 0 | 137 | 1108 | 0 | 1101 | 524 | 6 | 163 | 353 | 129 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 24 | 1205 | 0 | 137 | 1108 | 0 | 1101 | 524 | 6 | 163 | 353 | 129 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 24 | 1205 | 0 | 137 | 1108 | 0 | 1101 | 524 | 6 | 163 | 353 | 129 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.98 | 0.02 | 2.00 | 1.46 | 0.54 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3362 | 38 | 3400 | 2490 | 910 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.24 | 0.00 | 0.04 | 0.22 | 0.00 | 0.32 | 0.16 | 0.16 | 0.05 | 0.14 | 0.14 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 0 Average Delay (sec/veh): 6.8
Optimal Cycle: 59 Level Of Service: A

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.902
Loss Time (sec): 0 Average Delay (sec/veh): 24.9
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.928
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: E

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 0 Average Delay (sec/veh): 13.5
Optimal Cycle: 49 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 11 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 0 Average Delay (sec/veh): 20.4
Optimal Cycle: 56 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat. values.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.7 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 53 | 385 | 1 | 59 | 237 | 78 | 114 | 31 | 127 | 2 | 22 | 73 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 53 | 385 | 1 | 59 | 237 | 78 | 114 | 31 | 127 | 2 | 22 | 73 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 53 | 385 | 1 | 59 | 237 | 78 | 114 | 31 | 127 | 2 | 22 | 73 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 53 | 385 | 1 | 59 | 237 | 78 | 114 | 31 | 127 | 2 | 22 | 73 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 53 | 385 | 1 | 59 | 237 | 78 | 114 | 31 | 127 | 2 | 22 | 73 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|---|----|-----|----|-----|----|-----|---|----|----|
| AutoPCE: | 53 | 385 | 1 | 59 | 237 | 78 | 114 | 31 | 127 | 2 | 22 | 73 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 53 | 385 | 1 | 59 | 237 | 78 | 114 | 31 | 127 | 2 | 22 | 73 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 204 | 77 | 298 | 552 |
| MaxVolume: | 2277 | 2369 | 1039 | 902 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2277 | 2369 | 1039 | 902 |
| ApproachVol: | 439 | 374 | 272 | 97 |
| ApproachV/C: | 0.19 | 0.16 | 0.26 | 0.11 |
| ApproachDel: | 2.0 | 1.8 | 4.7 | 4.5 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.7 | 0.6 | 1.1 | 0.4 |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 55 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 3 | 2 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 239 | 254 | 108 | 128 | 121 | 297 | 419 | 1586 | 177 | 107 | 2345 | 270 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 239 | 254 | 108 | 128 | 121 | 297 | 419 | 1586 | 177 | 107 | 2345 | 270 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 239 | 254 | 108 | 128 | 121 | 0 | 419 | 1586 | 177 | 107 | 2345 | 270 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 239 | 254 | 108 | 128 | 121 | 0 | 419 | 1586 | 177 | 107 | 2345 | 270 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 239 | 254 | 108 | 128 | 121 | 0 | 419 | 1586 | 177 | 107 | 2345 | 270 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.40 | 0.60 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 2386 | 1014 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.11 | 0.11 | 0.08 | 0.04 | 0.00 | 0.12 | 0.31 | 0.10 | 0.03 | 0.46 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module table with 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, OvlAdjV/S, and Crit Moves.

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 409 | 0 | 294 | 308 | 1034 | 0 | 0 | 1053 | 435 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 409 | 0 | 294 | 308 | 1034 | 0 | 0 | 1053 | 435 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 409 | 0 | 294 | 308 | 1034 | 0 | 0 | 1053 | 435 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 409 | 0 | 294 | 308 | 1034 | 0 | 0 | 1053 | 435 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 409 | 0 | 294 | 308 | 1034 | 0 | 0 | 1053 | 435 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.17 | 0.18 | 0.30 | 0.00 | 0.00 | 0.31 | 0.26 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 107 | 500 | 126 | 333 | 370 | 289 | 478 | 1091 | 135 | 97 | 699 | 366 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 107 | 500 | 126 | 333 | 370 | 289 | 478 | 1091 | 135 | 97 | 699 | 366 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 107 | 500 | 126 | 333 | 370 | 289 | 478 | 1091 | 135 | 97 | 699 | 366 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 107 | 500 | 126 | 333 | 370 | 289 | 478 | 1091 | 135 | 97 | 699 | 366 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 107 | 500 | 126 | 333 | 370 | 289 | 478 | 1091 | 135 | 97 | 699 | 366 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.15 | 0.07 | 0.10 | 0.11 | 0.17 | 0.14 | 0.32 | 0.08 | 0.03 | 0.21 | 0.22 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 473 | 419 | 225 | 120 | 443 | 242 | 277 | 1287 | 539 | 204 | 1018 | 101 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 473 | 419 | 225 | 120 | 443 | 242 | 277 | 1287 | 539 | 204 | 1018 | 101 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 473 | 419 | 225 | 120 | 443 | 242 | 277 | 1287 | 0 | 204 | 1018 | 101 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 473 | 419 | 225 | 120 | 443 | 242 | 277 | 1287 | 0 | 204 | 1018 | 101 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 473 | 419 | 225 | 120 | 443 | 242 | 277 | 1287 | 0 | 204 | 1018 | 101 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.14 | 0.12 | 0.13 | 0.07 | 0.13 | 0.14 | 0.08 | 0.25 | 0.00 | 0.06 | 0.20 | 0.06 |
| Crit Moves: | **** | | | | | **** | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 540 | 3024 | 0 | 0 | 2941 | 326 | 533 | 43 | 782 | 24 | 25 | 16 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 540 | 3024 | 0 | 0 | 2941 | 326 | 533 | 43 | 782 | 24 | 25 | 16 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 540 | 3024 | 0 | 0 | 2941 | 326 | 533 | 43 | 782 | 24 | 25 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 540 | 3024 | 0 | 0 | 2941 | 326 | 533 | 43 | 782 | 24 | 25 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 540 | 3024 | 0 | 0 | 2941 | 326 | 533 | 43 | 782 | 24 | 25 | 16 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 4.00 | 1.00 | 1.00 | 4.50 | 0.50 | 2.00 | 1.00 | 2.00 | 2.00 | 1.22 | 0.78 |
| Final Sat.: | 3400 | 6800 | 1700 | 1700 | 7652 | 848 | 3400 | 1700 | 3400 | 3400 | 2073 | 1327 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.16 | 0.44 | 0.00 | 0.00 | 0.38 | 0.38 | 0.16 | 0.03 | 0.23 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.526
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 355 | 24 | 85 | 25 | 69 | 109 | 24 | 972 | 301 | 36 | 470 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 355 | 24 | 85 | 25 | 69 | 109 | 24 | 972 | 301 | 36 | 470 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 355 | 24 | 85 | 25 | 69 | 109 | 24 | 972 | 301 | 36 | 470 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 355 | 24 | 85 | 25 | 69 | 109 | 24 | 972 | 301 | 36 | 470 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 355 | 24 | 85 | 25 | 69 | 109 | 24 | 972 | 301 | 36 | 470 | 4 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.22 | 0.78 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.98 | 0.02 |
| Final Sat.: | 3400 | 374 | 1326 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3371 | 29 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.06 | 0.06 | 0.01 | 0.04 | 0.06 | 0.01 | 0.29 | 0.18 | 0.02 | 0.14 | 0.14 |
| Crit Moves: | **** | | | | | **** | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.791
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 61 | 84 | 126 | 276 | 81 | 137 | 140 | 1725 | 59 | 162 | 2520 | 366 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 61 | 84 | 126 | 276 | 81 | 137 | 140 | 1725 | 59 | 162 | 2520 | 366 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 61 | 84 | 126 | 276 | 81 | 137 | 140 | 1725 | 59 | 162 | 2520 | 366 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 61 | 84 | 126 | 276 | 81 | 137 | 140 | 1725 | 59 | 162 | 2520 | 366 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 61 | 84 | 126 | 276 | 81 | 137 | 140 | 1725 | 59 | 162 | 2520 | 366 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.37 | 0.63 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 632 | 1068 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.05 | 0.07 | 0.08 | 0.13 | 0.13 | 0.08 | 0.34 | 0.03 | 0.10 | 0.49 | 0.22 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.327
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 18 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 59 | 472 | 171 | 3 | 356 | 14 | 10 | 12 | 38 | 96 | 14 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 59 | 472 | 171 | 3 | 356 | 14 | 10 | 12 | 38 | 96 | 14 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 59 | 472 | 171 | 3 | 356 | 14 | 10 | 12 | 38 | 96 | 14 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 59 | 472 | 171 | 3 | 356 | 14 | 10 | 12 | 38 | 96 | 14 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 59 | 472 | 171 | 3 | 356 | 14 | 10 | 12 | 38 | 96 | 14 | 2 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.47 | 0.53 | 1.00 | 1.92 | 0.08 | 1.00 | 0.24 | 0.76 | 1.00 | 0.88 | 0.12 |
| Final Sat.: | 1700 | 2496 | 904 | 1700 | 3271 | 129 | 1700 | 408 | 1292 | 1700 | 1488 | 213 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.19 | 0.19 | 0.00 | 0.11 | 0.11 | 0.01 | 0.03 | 0.03 | 0.06 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.2 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 695 | 244 | 17 | 496 | 20 | 29 | 95 | 30 | 150 | 68 | 44 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 695 | 244 | 17 | 496 | 20 | 29 | 95 | 30 | 150 | 68 | 44 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 695 | 244 | 17 | 496 | 20 | 29 | 95 | 30 | 150 | 68 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 695 | 244 | 17 | 496 | 20 | 29 | 95 | 30 | 150 | 68 | 44 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 695 | 244 | 17 | 496 | 20 | 29 | 95 | 30 | 150 | 68 | 44 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|-----|----|-----|----|----|----|----|-----|----|----|
| AutoPCE: | 0 | 695 | 244 | 17 | 496 | 20 | 29 | 95 | 30 | 150 | 68 | 44 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 695 | 244 | 17 | 496 | 20 | 29 | 95 | 30 | 150 | 68 | 44 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 141 | 218 | 663 | 724 |
| MaxVolume: | 2322 | 2267 | 842 | 809 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2322 | 2267 | 842 | 809 |
| ApproachVol: | 939 | 533 | 154 | 262 |
| ApproachV/C: | 0.40 | 0.24 | 0.18 | 0.32 |
| ApproachDel: | 2.6 | 2.1 | 5.2 | 6.6 |
| ApproachLOS: | A | A | A | A |
| Queue: | 2.0 | 0.9 | 0.7 | 1.4 |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.335
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 18 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 28 | 609 | 59 | 13 | 544 | 80 | 120 | 24 | 67 | 50 | 10 | 8 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 28 | 609 | 59 | 13 | 544 | 80 | 120 | 24 | 67 | 50 | 10 | 8 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 28 | 609 | 59 | 13 | 544 | 80 | 120 | 24 | 67 | 50 | 10 | 8 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 28 | 609 | 59 | 13 | 544 | 80 | 120 | 24 | 67 | 50 | 10 | 8 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 28 | 609 | 59 | 13 | 544 | 80 | 120 | 24 | 67 | 50 | 10 | 8 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.82 | 0.18 | 1.00 | 1.74 | 0.26 | 1.00 | 0.26 | 0.74 | 1.00 | 0.56 | 0.44 |
| Final Sat.: | 1700 | 3100 | 300 | 1700 | 2964 | 436 | 1700 | 448 | 1252 | 1700 | 944 | 756 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.20 | 0.20 | 0.01 | 0.18 | 0.18 | 0.07 | 0.05 | 0.05 | 0.03 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 156 | 35 | 0 | 93 | 2 | 5 | 430 | 3 | 35 | 295 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 156 | 35 | 0 | 93 | 2 | 5 | 430 | 3 | 35 | 295 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 156 | 35 | 0 | 93 | 2 | 5 | 430 | 3 | 35 | 295 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 156 | 35 | 0 | 93 | 2 | 5 | 430 | 3 | 35 | 295 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 156 | 35 | 0 | 93 | 2 | 5 | 430 | 3 | 35 | 295 | 0 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|----|---|----|---|---|-----|---|----|-----|---|
| AutoPCE: | 1 | 156 | 35 | 0 | 93 | 2 | 5 | 430 | 3 | 35 | 295 | 0 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 156 | 35 | 0 | 93 | 2 | 5 | 430 | 3 | 35 | 295 | 0 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 435 | 331 | 128 | 162 |
| MaxVolume: | 965 | 1021 | 1131 | 1113 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 965 | 1021 | 1131 | 1113 |
| ApproachVol: | 192 | 95 | 438 | 330 |
| ApproachV/C: | 0.20 | 0.09 | 0.39 | 0.30 |
| ApproachDel: | 4.7 | 3.9 | 5.2 | 4.6 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.7 | 0.3 | 1.9 | 1.2 |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 84 | 0 | 86 | 0 | 0 | 0 | 0 | 1776 | 55 | 83 | 2638 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 84 | 0 | 86 | 0 | 0 | 0 | 0 | 1776 | 55 | 83 | 2638 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 84 | 0 | 86 | 0 | 0 | 0 | 0 | 1776 | 55 | 83 | 2638 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 84 | 0 | 86 | 0 | 0 | 0 | 0 | 1776 | 55 | 83 | 2638 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 84 | 0 | 86 | 0 | 0 | 0 | 0 | 1776 | 55 | 83 | 2638 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.03 | 0.05 | 0.52 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: A[9.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 rows for each bound.

Critical Gap Module: Table with 12 columns for gap components and 2 rows for Critical Gap and FollowUpTim.

Capacity Module: Table with 12 columns for capacity components and 4 rows for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns for LOS components and 6 rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.4 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 19 | 0 | 44 | 9 | 419 | 0 | 0 | 268 | 34 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 19 | 0 | 44 | 9 | 419 | 0 | 0 | 268 | 34 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 19 | 0 | 44 | 9 | 419 | 0 | 0 | 268 | 34 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 19 | 0 | 44 | 9 | 419 | 0 | 0 | 268 | 34 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 19 | 0 | 44 | 9 | 419 | 0 | 0 | 268 | 34 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|----|---|----|---|-----|---|---|-----|----|
| AutoPCE: | 0 | 0 | 0 | 19 | 0 | 44 | 9 | 419 | 0 | 0 | 268 | 34 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 19 | 0 | 44 | 9 | 419 | 0 | 0 | 268 | 34 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 447 | 268 | 19 | 9 |
| MaxVolume: | xxxxxx | 1055 | 1190 | 1195 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1055 | 1190 | 1195 |
| ApproachVol: | xxxxxx | 63 | 428 | 302 |
| ApproachV/C: | 1.00 | 0.06 | 0.36 | 0.25 |
| ApproachDel: | xxxxxx | 3.6 | 4.7 | 4.0 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.2 | 1.7 | 1.0 |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[9.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic flows and 6 rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows for Critical Gap and FollowUpTime.

Capacity Module table with 12 columns and 4 rows for Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 8 rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.771
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 59 | 16 | 43 | 58 | 19 | 81 | 90 | 1979 | 58 | 93 | 2986 | 93 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 59 | 16 | 43 | 58 | 19 | 81 | 90 | 1979 | 58 | 93 | 2986 | 93 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 59 | 16 | 43 | 58 | 19 | 81 | 90 | 1979 | 58 | 93 | 2986 | 93 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 59 | 16 | 43 | 58 | 19 | 81 | 90 | 1979 | 58 | 93 | 2986 | 93 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 59 | 16 | 43 | 58 | 19 | 81 | 90 | 1979 | 58 | 93 | 2986 | 93 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.01 | 0.03 | 0.03 | 0.01 | 0.05 | 0.05 | 0.39 | 0.03 | 0.05 | 0.59 | 0.05 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.396
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 20 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include "B" St and "LQ" St with North, South, East, and West Bound movements.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for various movements.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for various movements.

Capacity Analysis Module table showing Vol/Sat and Crit Moves for various movements.

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 54 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 199 | 0 | 0 | 175 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.12 | 0.00 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.117 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.12 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.12 | RTC | | 0.12 | RTC | | 0.01 | RTC | | 0.00 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.12 | Addl ICU | | -0.01 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.17 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 116 | 0 | 0 | 199 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.07 | 0.00 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.00 | 0.117 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.12 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.05 | |
| RTC | | 0.12 | RTC | | 0.12 | RTC | | 0.00 | RTC | | 0.04 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.12 | Addl ICU | | 0.00 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.17 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 344 | 0 | 0 | 252 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 0.15 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.00 | | V/C | 0.00 | | V/C | 0.20 | | V/C | 0.00 | | 0.202 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.00 | | RTOG | 0.00 | | RTOG | 0.20 | | RTOG | 0.20 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.05 | | RTOR | 0.00 | | RTOR | 0.00 | | |
| RTC | 0.00 | | RTC | 0.04 | | RTC | 0.20 | | RTC | 0.20 | | |
| Addl ICU | 0.00 | | Addl ICU | -0.04 | | Addl ICU | -0.20 | | Addl ICU | -0.20 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.25 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 357 | 0 | 0 | 257 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.00 | 0.15 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.21 | V/C | | 0.00 | 0.210 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.21 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.04 | RTC | | 0.21 | RTC | | 0.21 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.04 | Addl ICU | | -0.21 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.26 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 347 | 0 | 0 | 267 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.20 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.20 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.204 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.20 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.00 | |
| RTC | | 0.20 | RTC | | 0.20 | RTC | | 0.04 | RTC | | 0.00 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.20 | Addl ICU | | -0.04 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.25 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 291 | 0 | 0 | 277 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.17 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.17 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.171 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.17 | RTOG | | 0.17 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.17 | RTC | | 0.17 | RTC | | 0.01 | RTC | | 0.00 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.17 | Addl ICU | | -0.01 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.22 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 236 | 0 | 0 | 250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.14 | 0.00 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.15 | V/C | | 0.00 | V/C | | 0.00 | 0.147 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.15 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | |
| RTC | | 0.15 | RTC | | 0.15 | RTC | | 0.00 | RTC | | 0.01 | |
| Addl ICU | | -0.15 | Addl ICU | | -0.15 | Addl ICU | | 0.00 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.20 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|-----------|-----------|-----------|-------|-----------|-------|-----------------------|--------------|------|--------------------|------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 4931 | 169 | Total Saturation |
| 743 | 30 | 72 | 127 | 67 | 42 | 134 | 1221 | 443 | 309 | 874 | 30 | Volume |
| 0.22 | 0.02 | 0.04 | 0.07 | 0.04 | 0.02 | 0.08 | 0.36 | 0.26 | 0.09 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | Direction | SBT | Direction | EBT | Direction | WBL | Initial ICU | | | | |
| V/C | 0.22 | V/C | 0.04 | V/C | 0.36 | V/C | 0.09 | 0.708 | | | | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.18 | RTOG | 0.04 | RTOG | 0.36 | RTOG | 0.37 | Right Turn Adjustment | | | | |
| RTOR | 0.09 | RTOR | 0.27 | RTOR | 0.22 | RTOR | 0.24 | 0.00 | | | | |
| RTC | 0.25 | RTC | 0.24 | RTC | 0.52 | RTC | 0.55 | 0.00 | | | | |
| Addl ICU | -0.21 | Addl ICU | -0.22 | Addl ICU | -0.26 | Addl ICU | -0.37 | 0.00 | | | | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 432 | 804 | 426 | 240 | 432 | 158 | 100 | 1554 | 276 | 300 | 2079 | 376 | Volume |
| 0.13 | 0.16 | 0.00 | 0.07 | 0.08 | 0.09 | 0.03 | 0.30 | 0.16 | 0.09 | 0.41 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.07 | V/C | | 0.03 | V/C | | 0.41 | 0.665 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.10 | RTOG | | 0.35 | RTOG | | 0.41 | Right Turn Adjustment |
| RTOR | | 0.13 | RTOR | | 0.03 | RTOR | | 0.14 | RTOR | | 0.07 | |
| RTC | | 0.26 | RTC | | 0.12 | RTC | | 0.46 | RTC | | 0.46 | |
| Addl ICU | | -0.26 | Addl ICU | | -0.03 | Addl ICU | | -0.29 | Addl ICU | | -0.24 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.72 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 1.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3822 | 1278 | 3400 | 5100 | 1700 | 1700 | 2550 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 389 | 1277 | 427 | 68 | 697 | 254 | 255 | 266 | 254 | 223 | 240 | 96 | Volume |
| 0.11 | 0.33 | 0.33 | 0.02 | 0.14 | 0.15 | 0.15 | 0.10 | 0.10 | 0.07 | 0.14 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.33 | | V/C | 0.02 | | V/C | 0.15 | | V/C | 0.14 | | 0.645 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.33 | | RTOG | 0.24 | | RTOG | 0.23 | | RTOG | 0.14 | | Right Turn Adjustment |
| RTOR | 0.19 | | RTOR | 0.15 | | RTOR | 0.22 | | RTOR | 0.02 | | |
| RTC | 0.47 | | RTC | 0.35 | | RTC | 0.39 | | RTC | 0.16 | | |
| Addl ICU | -0.14 | | Addl ICU | -0.20 | | Addl ICU | -0.29 | | Addl ICU | -0.10 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 241 | 1933 | 510 | 100 | 946 | 153 | 390 | 715 | 166 | 257 | 695 | 273 | Volume |
| 0.07 | 0.38 | 0.30 | 0.03 | 0.14 | 0.09 | 0.11 | 0.21 | 0.10 | 0.08 | 0.20 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.38 | | V/C | 0.03 | | V/C | 0.11 | | V/C | 0.20 | | 0.728 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.38 | | RTOG | 0.34 | | RTOG | 0.24 | | RTOG | 0.20 | | Right Turn Adjustment |
| RTOR | 0.11 | | RTOR | 0.11 | | RTOR | 0.27 | | RTOR | 0.03 | | |
| RTC | 0.46 | | RTC | 0.42 | | RTC | 0.45 | | RTC | 0.23 | | |
| Addl ICU | -0.16 | | Addl ICU | -0.33 | | Addl ICU | -0.35 | | Addl ICU | -0.07 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.78 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 802 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 278 | 247 | 726 | 0 | Volume |
| 0.24 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.07 | 0.21 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.24 | | V/C | 0.00 | | V/C | 0.24 | | V/C | 0.07 | | 0.547 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.24 | | RTOG | -0.24 | | RTOG | 0.24 | | RTOG | 0.31 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.10 | | RTOR | 0.24 | | RTOR | 0.24 | | |
| RTC | 0.29 | | RTC | -0.16 | | RTC | 0.42 | | RTC | 0.49 | | |
| Addl ICU | -0.19 | | Addl ICU | 0.16 | | Addl ICU | -0.42 | | Addl ICU | -0.49 | | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.60 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 529 | 864 | 487 | 106 | 484 | 201 | 196 | 1273 | 191 | 435 | 1955 | 506 | Volume |
| 0.16 | 0.17 | 0.14 | 0.03 | 0.14 | 0.12 | 0.06 | 0.19 | 0.11 | 0.13 | 0.38 | 0.30 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.14 | V/C | | 0.06 | V/C | | 0.38 | 0.739 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.14 | RTOG | | 0.31 | RTOG | | 0.38 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.06 | RTOR | | 0.16 | RTOR | | 0.13 | |
| RTC | | 0.46 | RTC | | 0.19 | RTC | | 0.43 | RTC | | 0.48 | |
| Addl ICU | | -0.31 | Addl ICU | | -0.07 | Addl ICU | | -0.32 | Addl ICU | | -0.18 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.79 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 714 | 2100 | 474 | 389 | 752 | 151 | 200 | 635 | 252 | 420 | 519 | 452 | Volume |
| 0.21 | 0.41 | 0.00 | 0.11 | 0.15 | 0.09 | 0.06 | 0.12 | 0.00 | 0.12 | 0.10 | 0.27 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.11 | V/C | | 0.12 | V/C | | 0.12 | 0.774 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.32 | RTOG | | 0.12 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.15 | RTOR | | 0.38 | RTOR | | 0.11 | |
| RTC | | 0.50 | RTC | | 0.43 | RTC | | 0.41 | RTC | | 0.28 | |
| Addl ICU | | -0.50 | Addl ICU | | -0.34 | Addl ICU | | -0.41 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.82 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 0.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 2354 | 1046 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 692 | 2817 | 1158 | 256 | 1404 | 241 | 358 | 159 | 236 | 635 | 661 | 449 | Volume |
| 0.20 | 0.41 | 0.68 | 0.08 | 0.21 | 0.14 | 0.15 | 0.15 | 0.07 | 0.19 | 0.26 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.41 | | V/C | 0.08 | | V/C | 0.15 | | V/C | 0.26 | | 0.901 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.41 | | RTOG | 0.29 | | RTOG | 0.22 | | RTOG | 0.26 | | Right Turn Adjustment |
| RTOR | 0.26 | | RTOR | 0.15 | | RTOR | 0.28 | | RTOR | 0.08 | | |
| RTC | 0.61 | | RTC | 0.40 | | RTC | 0.44 | | RTC | 0.32 | | |
| Addl ICU | 0.07 | | Addl ICU | -0.26 | | Addl ICU | -0.37 | | Addl ICU | -0.14 | | |
| | 0.07 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 1.02 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 3911 | 257 | 518 | 1737 | 0 | 647 | 0 | 340 | 0 | 0 | 0 | Volume |
| 0.00 | 0.58 | 0.15 | 0.15 | 0.26 | 0.00 | 0.15 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.58 | V/C | | 0.15 | V/C | | 0.15 | V/C | | 0.00 | 0.880 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.58 | RTOG | | 0.73 | RTOG | | 0.15 | RTOG | | -0.15 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.15 | RTOR | | 0.47 | RTOR | | 0.15 | |
| RTC | | 0.69 | RTC | | 0.84 | RTC | | 0.51 | RTC | | -0.04 | |
| Addl ICU | | -0.54 | Addl ICU | | -0.84 | Addl ICU | | -0.37 | Addl ICU | | 0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.93 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4965 | 135 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 10 | 3575 | 97 | 115 | 1862 | 11 | 46 | 3 | 26 | 53 | 1 | 108 | Volume |
| 0.01 | 0.72 | 0.72 | 0.07 | 0.37 | 0.01 | 0.03 | 0.00 | 0.02 | 0.03 | 0.00 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.72 | | V/C | 0.07 | | V/C | 0.00 | | V/C | 0.03 | | 0.821 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.72 | | RTOG | 0.78 | | RTOG | 0.00 | | RTOG | 0.01 | | Right Turn Adjustment |
| RTOR | 0.03 | | RTOR | 0.03 | | RTOR | 0.42 | | RTOR | 0.07 | | |
| RTC | 0.74 | | RTC | 0.81 | | RTC | 0.32 | | RTC | 0.06 | | |
| Addl ICU | -0.02 | | Addl ICU | -0.80 | | Addl ICU | -0.30 | | Addl ICU | 0.01 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.88 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 220 | 1697 | 143 | 635 | 1105 | 214 | 349 | 279 | 94 | 201 | 94 | 1597 | Volume |
| 0.13 | 0.33 | 0.08 | 0.19 | 0.22 | 0.13 | 0.10 | 0.16 | 0.06 | 0.06 | 0.06 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.33 | V/C | | 0.19 | V/C | | 0.16 | V/C | | 0.06 | 0.743 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.33 | RTOG | | 0.39 | RTOG | | 0.16 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.17 | RTOR | | 0.30 | RTOR | | 0.19 | |
| RTC | | 0.38 | RTC | | 0.52 | RTC | | 0.39 | RTC | | 0.26 | |
| Addl ICU | | -0.29 | Addl ICU | | -0.39 | Addl ICU | | -0.34 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.79 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 108 | 0 | 247 | 0 | 1758 | 127 | 160 | 2626 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.07 | 0.00 | 0.26 | 0.07 | 0.09 | 0.51 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.51 | 0.578 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.06 | RTOG | | 0.06 | RTOG | | 0.42 | RTOG | | 0.51 | Right Turn Adjustment |
| RTOR | | 0.26 | RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.06 | |
| RTC | | 0.13 | RTC | | 0.06 | RTC | | 0.47 | RTC | | 0.56 | |
| Addl ICU | | -0.13 | Addl ICU | | 0.01 | Addl ICU | | -0.39 | Addl ICU | | -0.56 | |
| | | 0.00 | | | 0.01 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.64 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4613 | 487 | Total Saturation |
| 184 | 0 | 329 | 0 | 0 | 0 | 0 | 1812 | 215 | 0 | 2653 | 280 | Volume |
| 0.11 | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.53 | 0.00 | 0.00 | 0.58 | 0.58 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.11 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.58 | 0.683 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | -0.11 | RTOG | | 0.58 | RTOG | | 0.58 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.00 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | 0.14 | RTC | | -0.11 | RTC | | 0.66 | RTC | | 0.66 | |
| Addl ICU | | 0.05 | Addl ICU | | 0.11 | Addl ICU | | -0.66 | Addl ICU | | -0.08 | |
| | | 0.05 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.79 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 691 | 1347 | 206 | 294 | 711 | 1002 | 856 | 1148 | 317 | 150 | 1903 | 415 | Volume |
| 0.20 | 0.26 | 0.00 | 0.09 | 0.14 | 0.00 | 0.17 | 0.23 | 0.19 | 0.04 | 0.37 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.26 | V/C | | 0.09 | V/C | | 0.17 | V/C | | 0.37 | 0.892 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.26 | RTOG | | 0.15 | RTOG | | 0.50 | RTOG | | 0.37 | Right Turn Adjustment |
| RTOR | | 0.32 | RTOR | | 0.17 | RTOR | | 0.21 | RTOR | | 0.09 | |
| RTC | | 0.50 | RTC | | 0.27 | RTC | | 0.66 | RTC | | 0.44 | |
| Addl ICU | | -0.50 | Addl ICU | | -0.27 | Addl ICU | | -0.47 | Addl ICU | | -0.19 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.94 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 4871 | 229 | 1700 | 527 | 1173 | 1700 | 1700 | 1700 | Total Saturation |
| 106 | 2096 | 345 | 53 | 1022 | 48 | 33 | 66 | 147 | 138 | 72 | 123 | Volume |
| 0.06 | 0.41 | 0.00 | 0.03 | 0.21 | 0.21 | 0.02 | 0.13 | 0.13 | 0.08 | 0.04 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.03 | V/C | | 0.13 | V/C | | 0.08 | 0.649 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.38 | RTOG | | 0.13 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.16 | RTOR | | 0.23 | RTOR | | 0.03 | |
| RTC | | 0.47 | RTC | | 0.50 | RTC | | 0.30 | RTC | | 0.21 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.29 | Addl ICU | | -0.17 | Addl ICU | | -0.14 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5075 | 25 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 20 | 2085 | 374 | 76 | 1596 | 8 | 43 | 24 | 138 | 327 | 14 | 134 | Volume |
| 0.01 | 0.41 | 0.00 | 0.02 | 0.31 | 0.31 | 0.03 | 0.01 | 0.00 | 0.10 | 0.01 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.10 | 0.541 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.42 | RTOG | | 0.01 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.10 | RTOR | | 0.12 | RTOR | | 0.02 | |
| RTC | | 0.48 | RTC | | 0.50 | RTC | | 0.10 | RTC | | 0.10 | |
| Addl ICU | | -0.48 | Addl ICU | | -0.18 | Addl ICU | | -0.10 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.59 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2490 | 910 | Total Saturation |
| 24 | 1205 | 417 | 137 | 1108 | 695 | 1101 | 524 | 6 | 163 | 353 | 129 | Volume |
| 0.01 | 0.24 | 0.00 | 0.04 | 0.22 | 0.00 | 0.32 | 0.15 | 0.00 | 0.05 | 0.14 | 0.14 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.24 | V/C | | 0.04 | V/C | | 0.32 | V/C | | 0.14 | 0.742 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.26 | RTOG | | 0.42 | RTOG | | 0.14 | Right Turn Adjustment |
| RTOR | | 0.31 | RTOR | | 0.32 | RTOR | | 0.06 | RTOR | | 0.04 | |
| RTC | | 0.47 | RTC | | 0.51 | RTC | | 0.46 | RTC | | 0.17 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.51 | Addl ICU | | -0.46 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.79 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3496 | 1077 | 0 | 1997 | 0 | 0 | 0 | 0 | 144 | 0 | 473 | Volume |
| 0.00 | 0.51 | 0.00 | 0.00 | 0.39 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.51 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.08 | 0.599 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.51 | RTOG | | 0.51 | RTOG | | -0.08 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.08 | RTOR | | 0.12 | RTOR | | 0.00 | |
| RTC | | 0.58 | RTC | | 0.58 | RTC | | 0.01 | RTC | | 0.08 | |
| Addl ICU | | -0.58 | Addl ICU | | -0.58 | Addl ICU | | -0.01 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.66 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 2334 | 0 | 0 | 1363 | 889 | 2374 | 0 | 254 | 0 | 0 | 0 | Volume |
| 0.00 | 0.46 | 0.00 | 0.00 | 0.27 | 0.00 | 0.47 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.46 | V/C | | 0.00 | V/C | | 0.47 | V/C | | 0.00 | 0.923 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.46 | RTOG | | 0.46 | RTOG | | 0.47 | RTOG | | -0.47 | Right Turn Adjustment |
| RTOR | | 0.47 | RTOR | | 0.47 | RTOR | | 0.19 | RTOR | | 0.00 | |
| RTC | | 0.81 | RTC | | 0.81 | RTC | | 0.61 | RTC | | -0.47 | |
| Addl ICU | | -0.81 | Addl ICU | | -0.81 | Addl ICU | | -0.46 | Addl ICU | | 0.47 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.97 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 189 | 0 | 221 | 0 | 1201 | 370 | 352 | 1341 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.07 | 0.00 | 0.35 | 0.22 | 0.10 | 0.39 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.11 | V/C | | 0.35 | V/C | | 0.10 | 0.568 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.11 | RTOG | | 0.11 | RTOG | | 0.35 | RTOG | | 0.46 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.06 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | -0.03 | RTC | | 0.16 | RTC | | 0.44 | RTC | | 0.54 | |
| Addl ICU | | 0.03 | Addl ICU | | -0.09 | Addl ICU | | -0.22 | Addl ICU | | -0.54 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.62 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 443 | 0 | 571 | 0 | 0 | 0 | 0 | 1174 | 218 | 299 | 1249 | 0 | Volume |
| 0.13 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.18 | 0.37 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.13 | | V/C | 0.00 | | V/C | 0.35 | | V/C | 0.18 | | 0.651 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.13 | | RTOG | -0.13 | | RTOG | 0.35 | | RTOG | 0.52 | | Right Turn Adjustment |
| RTOR | 0.18 | | RTOR | 0.15 | | RTOR | 0.13 | | RTOR | 0.13 | | |
| RTC | 0.26 | | RTC | -0.01 | | RTC | 0.44 | | RTC | 0.62 | | |
| Addl ICU | -0.09 | | Addl ICU | 0.01 | | Addl ICU | -0.44 | | Addl ICU | -0.62 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 177 | 102 | 289 | 24 | 64 | 18 | 9 | 1053 | 187 | 94 | 633 | 81 | Volume |
| 0.10 | 0.06 | 0.17 | 0.01 | 0.02 | 0.01 | 0.01 | 0.31 | 0.11 | 0.06 | 0.19 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.10 | | V/C | 0.02 | | V/C | 0.31 | | V/C | 0.06 | | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.11 | | RTOG | 0.02 | | RTOG | 0.31 | | RTOG | 0.36 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.18 | | RTOR | 0.10 | | RTOR | 0.06 | | |
| RTC | 0.15 | | RTC | 0.15 | | RTC | 0.39 | | RTC | 0.41 | | |
| Addl ICU | 0.02 | | Addl ICU | -0.14 | | Addl ICU | -0.28 | | Addl ICU | -0.36 | | |
| | 0.02 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.56 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 334 | 1366 | 850 | 394 | 1306 | Total Saturation |
| 53 | 385 | 1 | 59 | 237 | 78 | 114 | 31 | 127 | 2 | 22 | 73 | Volume |
| 0.06 | 0.23 | 0.00 | 0.07 | 0.14 | 0.09 | 0.13 | 0.09 | 0.09 | 0.00 | 0.06 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.23 | V/C | | 0.07 | V/C | | 0.13 | V/C | | 0.06 | 0.486 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.23 | RTOG | | 0.19 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.13 | RTOR | | 0.16 | RTOR | | 0.07 | |
| RTC | | 0.30 | RTC | | 0.33 | RTC | | 0.31 | RTC | | 0.11 | |
| Addl ICU | | -0.30 | Addl ICU | | -0.24 | Addl ICU | | -0.21 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.54 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 239 | 254 | 108 | 128 | 121 | 297 | 419 | 1586 | 177 | 107 | 2345 | 270 | Volume |
| 0.07 | 0.07 | 0.06 | 0.08 | 0.04 | 0.00 | 0.12 | 0.31 | 0.10 | 0.03 | 0.46 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.08 | V/C | | 0.12 | V/C | | 0.46 | 0.733 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.08 | RTOG | | 0.55 | RTOG | | 0.46 | Right Turn Adjustment |
| RTOR | | 0.27 | RTOR | | 0.12 | RTOR | | 0.11 | RTOR | | 0.08 | |
| RTC | | 0.28 | RTC | | 0.17 | RTC | | 0.64 | RTC | | 0.52 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.17 | Addl ICU | | -0.53 | Addl ICU | | -0.36 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3170 | 230 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3064 | 336 | Total Saturation |
| 435 | 427 | 31 | 46 | 303 | 643 | 822 | 536 | 391 | 26 | 484 | 53 | Volume |
| 0.13 | 0.13 | 0.13 | 0.03 | 0.09 | 0.38 | 0.24 | 0.16 | 0.23 | 0.02 | 0.16 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.13 | V/C | | 0.09 | V/C | | 0.24 | V/C | | 0.16 | 0.617 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.09 | RTOG | | 0.38 | RTOG | | 0.16 | Right Turn Adjustment |
| RTOR | | 0.24 | RTOR | | 0.24 | RTOR | | 0.13 | RTOR | | 0.08 | |
| RTC | | 0.37 | RTC | | 0.27 | RTC | | 0.48 | RTC | | 0.22 | |
| Addl ICU | | -0.24 | Addl ICU | | 0.11 | Addl ICU | | -0.25 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.11 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 409 | 0 | 294 | 308 | 1034 | 0 | 0 | 1053 | 435 | Volume |
| 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.17 | 0.18 | 0.30 | 0.00 | 0.00 | 0.31 | 0.26 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.18 | V/C | | 0.31 | 0.611 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.12 | RTOG | | 0.12 | RTOG | | 0.49 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.18 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | 0.02 | RTC | | 0.26 | RTC | | 0.58 | RTC | | 0.40 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.08 | Addl ICU | | -0.58 | Addl ICU | | -0.14 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.66 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5082 | 18 | Total Saturation |
| 112 | 0 | 82 | 0 | 0 | 0 | 0 | 1903 | 88 | 89 | 3078 | 11 | Volume |
| 0.07 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.05 | 0.05 | 0.61 | 0.61 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.61 | 0.672 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | -0.07 | RTOG | | 0.55 | RTOG | | 0.61 | Right Turn Adjustment |
| RTOR | | 0.23 | RTOR | | 0.00 | RTOR | | 0.07 | RTOR | | 0.07 | |
| RTC | | 0.24 | RTC | | -0.07 | RTC | | 0.60 | RTC | | 0.66 | |
| Addl ICU | | -0.19 | Addl ICU | | 0.07 | Addl ICU | | -0.55 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.72 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 107 | 500 | 126 | 333 | 370 | 289 | 478 | 1091 | 135 | 97 | 699 | 366 | Volume |
| 0.06 | 0.15 | 0.07 | 0.10 | 0.11 | 0.17 | 0.14 | 0.32 | 0.08 | 0.03 | 0.21 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.15 | V/C | | 0.10 | V/C | | 0.32 | V/C | | 0.03 | 0.594 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.18 | RTOG | | 0.32 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.14 | RTOR | | 0.14 | RTOR | | 0.10 | |
| RTC | | 0.17 | RTC | | 0.29 | RTC | | 0.42 | RTC | | 0.28 | |
| Addl ICU | | -0.09 | Addl ICU | | -0.12 | Addl ICU | | -0.34 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 473 | 419 | 225 | 120 | 443 | 242 | 277 | 1287 | 539 | 204 | 1018 | 101 | Volume |
| 0.14 | 0.12 | 0.13 | 0.07 | 0.13 | 0.14 | 0.08 | 0.25 | 0.00 | 0.06 | 0.20 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.14 | V/C | | 0.13 | V/C | | 0.25 | V/C | | 0.06 | 0.582 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.13 | RTOG | | 0.25 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.11 | RTOR | | 0.14 | RTOR | | 0.15 | |
| RTC | | 0.24 | RTC | | 0.21 | RTC | | 0.36 | RTC | | 0.34 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.07 | Addl ICU | | -0.36 | Addl ICU | | -0.28 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 0 | 0 | 7652 | 848 | 3400 | 1700 | 3400 | 3400 | 2073 | 1327 | Total Saturation |
| 540 | 3024 | 0 | 0 | 2941 | 326 | 533 | 43 | 782 | 24 | 25 | 16 | Volume |
| 0.16 | 0.44 | 0.00 | 0.00 | 0.38 | 0.38 | 0.16 | 0.03 | 0.23 | 0.01 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.38 | V/C | | 0.16 | V/C | | 0.01 | 0.712 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.54 | RTOG | | 0.38 | RTOG | | 0.16 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.16 | RTOR | | 0.16 | RTOR | | 0.10 | |
| RTC | | 0.65 | RTC | | 0.50 | RTC | | 0.28 | RTC | | 0.09 | |
| Addl ICU | | -0.65 | Addl ICU | | -0.12 | Addl ICU | | -0.05 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 374 | 1326 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 355 | 24 | 85 | 25 | 69 | 109 | 24 | 972 | 301 | 36 | 470 | 4 | Volume |
| 0.10 | 0.06 | 0.06 | 0.01 | 0.04 | 0.06 | 0.01 | 0.29 | 0.18 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.10 | V/C | | 0.04 | V/C | | 0.29 | V/C | | 0.02 | 0.452 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.04 | RTOG | | 0.29 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.17 | RTOR | | 0.10 | RTOR | | 0.08 | |
| RTC | | 0.15 | RTC | | 0.17 | RTC | | 0.36 | RTC | | 0.35 | |
| Addl ICU | | -0.08 | Addl ICU | | -0.10 | Addl ICU | | -0.19 | Addl ICU | | -0.35 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.50 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 61 | 84 | 126 | 276 | 81 | 137 | 140 | 1725 | 59 | 162 | 2520 | 366 | Volume |
| 0.04 | 0.05 | 0.07 | 0.08 | 0.05 | 0.08 | 0.08 | 0.34 | 0.03 | 0.10 | 0.49 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.08 | V/C | | 0.08 | V/C | | 0.49 | 0.707 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.09 | RTOG | | 0.48 | RTOG | | 0.49 | Right Turn Adjustment |
| RTOR | | 0.24 | RTOR | | 0.08 | RTOR | | 0.08 | RTOR | | 0.08 | |
| RTC | | 0.23 | RTC | | 0.16 | RTC | | 0.54 | RTC | | 0.56 | |
| Addl ICU | | -0.15 | Addl ICU | | -0.08 | Addl ICU | | -0.51 | Addl ICU | | -0.34 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2496 | 904 | 1700 | 3271 | 129 | 1700 | 408 | 1292 | 1700 | 1488 | 213 | Total Saturation |
| 59 | 472 | 171 | 3 | 356 | 14 | 10 | 12 | 38 | 96 | 14 | 2 | Volume |
| 0.03 | 0.19 | 0.19 | 0.00 | 0.11 | 0.11 | 0.01 | 0.03 | 0.03 | 0.06 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.19 | V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.06 | 0.277 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.16 | RTOG | | 0.03 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.08 | RTOR | | 0.08 | RTOR | | 0.00 | |
| RTC | | 0.23 | RTC | | 0.21 | RTC | | 0.09 | RTC | | 0.08 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.10 | Addl ICU | | -0.06 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.33 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | Total Saturation |
| 0 | 695 | 244 | 17 | 496 | 20 | 29 | 95 | 30 | 150 | 68 | 44 | Volume |
| 0.00 | 0.41 | 0.29 | 0.02 | 0.29 | 0.02 | 0.03 | 0.06 | 0.04 | 0.18 | 0.04 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.02 | V/C | | 0.06 | V/C | | 0.18 | 0.661 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.43 | RTOG | | 0.06 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.19 | RTOR | | 0.14 | RTOR | | 0.02 | |
| RTC | | 0.54 | RTC | | 0.57 | RTC | | 0.16 | RTC | | 0.21 | |
| Addl ICU | | -0.25 | Addl ICU | | -0.55 | Addl ICU | | -0.12 | Addl ICU | | -0.16 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.71 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3100 | 300 | 1700 | 2964 | 436 | 1700 | 448 | 1252 | 1700 | 944 | 756 | Total Saturation |
| 28 | 609 | 59 | 13 | 544 | 80 | 120 | 24 | 67 | 50 | 10 | 8 | Volume |
| 0.02 | 0.20 | 0.20 | 0.01 | 0.18 | 0.18 | 0.07 | 0.05 | 0.05 | 0.03 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.20 | V/C | | 0.01 | V/C | | 0.05 | V/C | | 0.03 | 0.287 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.19 | RTOG | | 0.05 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.07 | RTOR | | 0.02 | RTOR | | 0.01 | |
| RTC | | 0.22 | RTC | | 0.24 | RTC | | 0.07 | RTC | | 0.02 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.06 | Addl ICU | | -0.02 | Addl ICU | | -0.01 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.34 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1388 | 312 | 0 | 1664 | 36 | 850 | 1688 | 12 | 850 | 1700 | 0 | Total Saturation |
| 1 | 156 | 35 | 0 | 93 | 2 | 5 | 430 | 3 | 35 | 295 | 0 | Volume |
| 0.00 | 0.11 | 0.11 | 0.00 | 0.06 | 0.06 | 0.01 | 0.25 | 0.25 | 0.04 | 0.17 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.11 | V/C | | 0.00 | V/C | | 0.25 | V/C | | 0.04 | 0.408 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.11 | RTOG | | 0.25 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.12 | RTOR | | 0.06 | RTOR | | 0.00 | |
| RTC | | 0.14 | RTC | | 0.20 | RTC | | 0.30 | RTC | | 0.29 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.15 | Addl ICU | | -0.04 | Addl ICU | | -0.29 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.46 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 84 | 0 | 86 | 0 | 0 | 0 | 0 | 1776 | 55 | 83 | 2638 | 0 | Volume |
| 0.05 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.03 | 0.05 | 0.52 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.52 | 0.567 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | -0.05 | RTOG | | 0.47 | RTOG | | 0.52 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.05 | |
| RTC | | 0.18 | RTC | | -0.05 | RTC | | 0.51 | RTC | | 0.55 | |
| Addl ICU | | -0.13 | Addl ICU | | 0.05 | Addl ICU | | -0.47 | Addl ICU | | -0.55 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.62 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 69 | 123 | 0 | 0 | 104 | 24 | 47 | 0 | 96 | 0 | 0 | 0 | Volume |
| 0.04 | 0.07 | 0.00 | 0.00 | 0.06 | 0.01 | 0.03 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.04 | V/C | | 0.06 | V/C | | 0.03 | V/C | | 0.00 | 0.129 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.06 | RTOG | | 0.03 | RTOG | | -0.03 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.04 | RTOR | | 0.03 | |
| RTC | | 0.12 | RTC | | 0.08 | RTC | | 0.06 | RTC | | -0.01 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.07 | Addl ICU | | 0.00 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.18 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 36 | 1664 | 0 | 0 | 1509 | 191 | Total Saturation |
| 0 | 0 | 0 | 19 | 0 | 44 | 9 | 419 | 0 | 0 | 268 | 34 | Volume |
| 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.05 | 0.25 | 0.25 | 0.00 | 0.00 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.02 | V/C | | 0.25 | V/C | | 0.18 | 0.452 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.02 | RTOG | | 0.02 | RTOG | | 0.43 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.25 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.11 | RTC | | 0.21 | RTC | | 0.45 | RTC | | 0.19 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.16 | Addl ICU | | -0.45 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.50 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 1 | 24 | 383 | 0 | 0 | 307 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.23 | 0.00 | 0.00 | 0.18 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.23 | V/C | | 0.00 | 0.225 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.23 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.03 | RTC | | 0.23 | RTC | | 0.21 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.03 | Addl ICU | | -0.23 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.28 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 59 | 16 | 43 | 58 | 19 | 81 | 90 | 1979 | 58 | 93 | 2986 | 93 | Volume |
| 0.03 | 0.01 | 0.03 | 0.03 | 0.01 | 0.05 | 0.05 | 0.39 | 0.03 | 0.05 | 0.59 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.03 | V/C | | 0.01 | V/C | | 0.05 | V/C | | 0.59 | 0.684 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.01 | RTOG | | 0.58 | RTOG | | 0.59 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.05 | RTOR | | 0.03 | RTOR | | 0.04 | |
| RTC | | 0.20 | RTC | | 0.05 | RTC | | 0.61 | RTC | | 0.61 | |
| Addl ICU | | -0.17 | Addl ICU | | 0.00 | Addl ICU | | -0.58 | Addl ICU | | -0.56 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.73 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1568 | 132 | 0 | 1580 | 120 | 0 | 1700 | 0 | Total Saturation |
| 39 | 128 | 0 | 0 | 154 | 13 | 0 | 355 | 27 | 0 | 254 | 0 | Volume |
| 0.02 | 0.08 | 0.00 | 0.00 | 0.10 | 0.10 | 0.00 | 0.22 | 0.22 | 0.00 | 0.15 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.10 | V/C | | 0.22 | V/C | | 0.00 | 0.346 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.10 | RTOG | | 0.22 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.02 | RTOR | | 0.05 | |
| RTC | | 0.12 | RTC | | 0.15 | RTC | | 0.24 | RTC | | 0.26 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.06 | Addl ICU | | -0.02 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.40 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1384 | 316 | 1700 | 1700 | 1700 | 1700 | 3115 | 285 | 1700 | 3400 | 1700 | Total Saturation |
| 60 | 57 | 13 | 59 | 53 | 279 | 468 | 971 | 89 | 19 | 1029 | 109 | Volume |
| 0.04 | 0.04 | 0.04 | 0.03 | 0.03 | 0.16 | 0.28 | 0.31 | 0.31 | 0.01 | 0.30 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.04 | | V/C | 0.03 | | V/C | 0.28 | | V/C | 0.30 | | 0.654 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | 0.04 | | RTOG | 0.57 | | RTOG | 0.30 | | Right Turn Adjustment |
| RTOR | 0.27 | | RTOR | 0.28 | | RTOR | 0.04 | | RTOR | 0.03 | | |
| RTC | 0.24 | | RTC | 0.25 | | RTC | 0.60 | | RTC | 0.33 | | |
| Addl ICU | -0.20 | | Addl ICU | -0.08 | | Addl ICU | -0.29 | | Addl ICU | -0.26 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.70 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 567 | 1133 | 1700 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 37 | 42 | 155 | 70 | 20 | 40 | 66 | 2004 | 0 | 183 | 2990 | 178 | Volume |
| 0.02 | 0.02 | 0.09 | 0.04 | 0.04 | 0.04 | 0.04 | 0.39 | 0.00 | 0.05 | 0.59 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.02 | | V/C | 0.04 | | V/C | 0.04 | | V/C | 0.59 | | 0.691 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.02 | | RTOG | 0.04 | | RTOG | 0.57 | | RTOG | 0.59 | | Right Turn Adjustment |
| RTOR | 0.23 | | RTOR | 0.04 | | RTOR | 0.03 | | RTOR | 0.04 | | |
| RTC | 0.20 | | RTC | 0.07 | | RTC | 0.59 | | RTC | 0.62 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.04 | | Addl ICU | -0.59 | | Addl ICU | -0.51 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.74 |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2035 – NO PROJECT
2012 MODIFIED PROJECT OPTION 2
AM PEAK HOUR**

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Impact Analysis Report
 Level Of Service

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|----------------|-------------|----------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #282 Jeffrey Rd & Portola Pkwy | C | xxxxxx 0.726 | C | xxxxxx 0.726 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxxx 0.936 | E | xxxxxx 0.936 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | D | xxxxxx 0.819 | D | xxxxxx 0.819 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | B | xxxxxx 0.658 | B | xxxxxx 0.658 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx 0.439 | A | xxxxxx 0.439 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | C | xxxxxx 0.769 | C | xxxxxx 0.769 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | D | xxxxxx 0.862 | D | xxxxxx 0.862 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | C | 28.5 0.885 | C | 28.5 0.885 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | D | 35.1 1.009 | D | 35.1 1.009 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | D | xxxxxx 0.894 | D | xxxxxx 0.894 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 10.5 0.487 | B | 10.5 0.487 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | A | 2.4 0.559 | A | 2.4 0.559 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | E | xxxxxx 0.974 | E | xxxxxx 0.974 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | D | xxxxxx 0.859 | D | xxxxxx 0.859 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | C | xxxxxx 0.747 | C | xxxxxx 0.747 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | B | xxxxxx 0.633 | B | xxxxxx 0.633 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | B | 18.1 0.857 | B | 18.1 0.857 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 20.5 0.795 | C | 20.5 0.795 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | E | xxxxxx 0.910 | E | xxxxxx 0.910 | + 0.000 V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 17.4 0.525 | B | 17.4 0.525 | + 0.000 D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | B | 17.6 0.500 | B | 17.6 0.500 | + 0.000 D/V |
| #556 Ridge Valley & Portola Pkwy | A | xxxxxx 0.593 | A | xxxxxx 0.593 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 2.5 0.326 | A | 2.5 0.326 | + 0.000 V/C |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #558 "O" St & Irvine Blvd | B xxxxxx | 0.645 | B xxxxxx | 0.645 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | D xxxxxx | 0.850 | D xxxxxx | 0.850 | + 0.000 V/C |
| #560 "O" St & Marine Wy | A xxxxxx | 0.549 | A xxxxxx | 0.549 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | B xxxxxx | 0.621 | B xxxxxx | 0.621 | + 0.000 V/C |
| #566 Marine Wy & Barranca Pkwy | C xxxxxx | 0.729 | C xxxxxx | 0.729 | + 0.000 V/C |
| #567 Marine Wy & Alton Pkwy | C xxxxxx | 0.756 | C xxxxxx | 0.756 | + 0.000 V/C |
| #569 Bake Pkwy & Marine Wy | D xxxxxx | 0.861 | D xxxxxx | 0.861 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | B xxxxxx | 0.607 | B xxxxxx | 0.607 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | B xxxxxx | 0.663 | B xxxxxx | 0.663 | + 0.000 V/C |
| #603 "O" St & "LN" St | A xxxxxx | 0.390 | A xxxxxx | 0.390 | + 0.000 V/C |
| #605 "O" St & "LQ" St | A 3.4 | 0.452 | A 3.4 | 0.452 | + 0.000 V/C |
| #608 "O" St & "LV" St | A xxxxxx | 0.348 | A xxxxxx | 0.348 | + 0.000 V/C |
| #626 "LY" St & "LQ" St | A 4.9 | 0.411 | A 4.9 | 0.411 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | A xxxxxx | 0.495 | A xxxxxx | 0.495 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A 9.1 | 0.021 | A 9.1 | 0.021 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A 4.2 | 0.335 | A 4.2 | 0.335 | + 0.000 V/C |
| #787 "Z" St & "LQ" St | B 10.3 | 0.011 | B 10.3 | 0.011 | + 0.000 D/V |
| #790 "Z" St & Irvine Blvd | B xxxxxx | 0.677 | B xxxxxx | 0.677 | + 0.000 V/C |
| #798 "B" St & "LQ" St | A xxxxxx | 0.331 | A xxxxxx | 0.331 | + 0.000 V/C |
| #799 "B" St & Marine Wy | D xxxxxx | 0.839 | D xxxxxx | 0.839 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D xxxxxx | 0.840 | D xxxxxx | 0.840 | + 0.000 V/C |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 2

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|----|---|--------------|-----|-----|------------|---|----|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 8 | 29 | 0 | 0 | 106 | 150 | 14 | 0 | 20 | 0 | 0 | 0 | 0 | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.1 | | | xxxxxx | | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=34]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=327]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|-----|------------|-----|----|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 8 | | 29 | | 0 | 0 | | 106 | | 150 | 14 | | 0 | | 20 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 293 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 34 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 902 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|-------------|---|---|-------------|---|---|--------------|-----|---|--------------|-----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 3 | 13 | 264 | 0 | 0 | 362 | 0 |
| ApproachDel: | xxxxxx | | | 10.3 | | | xxxxxx | | | xxxxxx | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=3]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=642]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 13 | 264 | 0 | 0 | 0 | 0 | 362 | 0 | 0 | 0 |
| Major Street Volume: | | | | | | | | | 639 | | | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | 3 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | 439 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.726 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 40 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1015 | 25 | 34 | 26 | 20 | 9 | 30 | 1319 | 542 | 159 | 1193 | 22 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1015 | 25 | 34 | 26 | 20 | 9 | 30 | 1319 | 542 | 159 | 1193 | 22 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1015 | 25 | 0 | 26 | 20 | 9 | 30 | 1319 | 542 | 159 | 1193 | 22 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1015 | 25 | 0 | 26 | 20 | 9 | 30 | 1319 | 542 | 159 | 1193 | 22 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1015 | 25 | 0 | 26 | 20 | 9 | 30 | 1319 | 542 | 159 | 1193 | 22 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.95 | 0.05 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 5008 | 92 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.30 | 0.01 | 0.00 | 0.02 | 0.01 | 0.01 | 0.02 | 0.26 | 0.32 | 0.05 | 0.24 | 0.24 |
| Crit Moves: | **** | | | **** | | | | | **** | **** | | |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.936 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 114 | Level Of Service: | E |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 1 | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 141 | 573 | 294 | 289 | 1051 | 98 | 131 | 1610 | 337 | 353 | 2041 | 277 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 141 | 573 | 294 | 289 | 1051 | 98 | 131 | 1610 | 337 | 353 | 2041 | 277 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 141 | 573 | 0 | 289 | 1051 | 98 | 131 | 1610 | 337 | 353 | 2041 | 277 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 141 | 573 | 0 | 289 | 1051 | 98 | 131 | 1610 | 337 | 353 | 2041 | 277 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 141 | 573 | 0 | 289 | 1051 | 98 | 131 | 1610 | 337 | 353 | 2041 | 277 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.48 | 0.52 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4217 | 883 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.11 | 0.00 | 0.09 | 0.21 | 0.06 | 0.04 | 0.38 | 0.38 | 0.10 | 0.60 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | |
| Rights: | Include | | | Include | | | Include | | | WideBypass | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 183 | 638 | 152 | 68 | 1294 | 402 | 302 | 176 | 247 | 497 | 381 | 101 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 183 | 638 | 152 | 68 | 1294 | 402 | 302 | 176 | 247 | 497 | 381 | 101 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 183 | 638 | 152 | 68 | 1294 | 402 | 302 | 176 | 247 | 497 | 381 | 101 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 183 | 638 | 152 | 68 | 1294 | 402 | 302 | 176 | 247 | 497 | 381 | 101 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 183 | 638 | 152 | 68 | 1294 | 402 | 302 | 176 | 247 | 497 | 381 | 101 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.42 | 0.58 | 2.00 | 3.00 | 1.00 | 1.00 | 0.83 | 1.17 | 2.00 | 0.79 | 0.21 |
| Final Sat.: | 3400 | 4119 | 981 | 3400 | 5100 | 1700 | 1700 | 1415 | 1985 | 3400 | 1344 | 356 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.15 | 0.15 | 0.02 | 0.25 | 0.24 | 0.18 | 0.12 | 0.12 | 0.15 | 0.28 | 0.28 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 4 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 129 | 680 | 262 | 254 | 1551 | 356 | 250 | 281 | 152 | 646 | 913 | 83 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 129 | 680 | 262 | 254 | 1551 | 356 | 250 | 281 | 152 | 646 | 913 | 83 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 129 | 680 | 262 | 254 | 1551 | 356 | 250 | 281 | 152 | 646 | 913 | 83 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 129 | 680 | 262 | 254 | 1551 | 356 | 250 | 281 | 152 | 646 | 913 | 83 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 129 | 680 | 262 | 254 | 1551 | 356 | 250 | 281 | 152 | 646 | 913 | 83 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.17 | 0.83 | 2.00 | 4.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 3682 | 1418 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.18 | 0.18 | 0.07 | 0.23 | 0.21 | 0.07 | 0.08 | 0.09 | 0.19 | 0.27 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.439 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 21 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | |
| Lanes: | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 |
| | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 269 | 0 | 221 | 0 | 0 | 0 | 0 | 558 | 846 | 358 | 1054 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 269 | 0 | 221 | 0 | 0 | 0 | 0 | 558 | 846 | 358 | 1054 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 269 | 0 | 221 | 0 | 0 | 0 | 0 | 558 | 0 | 358 | 1054 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 269 | 0 | 221 | 0 | 0 | 0 | 0 | 558 | 0 | 358 | 1054 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 269 | 0 | 221 | 0 | 0 | 0 | 0 | 558 | 0 | 358 | 1054 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.11 | 0.31 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 46 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 123 | 458 | 123 | 413 | 1007 | 122 | 206 | 1454 | 378 | 513 | 1664 | 120 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 123 | 458 | 123 | 413 | 1007 | 122 | 206 | 1454 | 378 | 513 | 1664 | 120 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 123 | 458 | 123 | 413 | 1007 | 122 | 206 | 1454 | 378 | 513 | 1664 | 120 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 123 | 458 | 123 | 413 | 1007 | 122 | 206 | 1454 | 378 | 513 | 1664 | 120 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 123 | 458 | 123 | 413 | 1007 | 122 | 206 | 1454 | 378 | 513 | 1664 | 120 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.09 | 0.04 | 0.12 | 0.30 | 0.07 | 0.06 | 0.21 | 0.22 | 0.15 | 0.33 | 0.07 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.862 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 69 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 1 | |
| | 2 | 0 | 2 | 1 | 0 | | 2 | 0 | 2 | 1 | 0 | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 226 | 376 | 227 | 371 | 2382 | 89 | 86 | 393 | 672 | 484 | 971 | 318 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 226 | 376 | 227 | 371 | 2382 | 89 | 86 | 393 | 672 | 484 | 971 | 318 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 226 | 376 | 0 | 371 | 2382 | 89 | 86 | 393 | 0 | 484 | 971 | 318 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 226 | 376 | 0 | 371 | 2382 | 89 | 86 | 393 | 0 | 484 | 971 | 318 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 226 | 376 | 0 | 371 | 2382 | 89 | 86 | 393 | 0 | 484 | 971 | 318 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.26 | 0.74 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3842 | 1258 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.07 | 0.00 | 0.11 | 0.47 | 0.05 | 0.03 | 0.08 | 0.00 | 0.14 | 0.25 | 0.25 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 0 Average Delay (sec/veh): 28.5
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.009
Loss Time (sec): 0 Average Delay (sec/veh): 35.1
Optimal Cycle: 180 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.894
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 83 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 125 | 813 | 189 | 1712 | 1933 | 405 | 109 | 157 | 112 | 78 | 245 | 364 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 125 | 813 | 189 | 1712 | 1933 | 405 | 109 | 157 | 112 | 78 | 245 | 364 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 125 | 813 | 189 | 1712 | 1933 | 405 | 109 | 157 | 112 | 78 | 245 | 364 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 125 | 813 | 189 | 1712 | 1933 | 405 | 109 | 157 | 112 | 78 | 245 | 364 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 125 | 813 | 189 | 1712 | 1933 | 405 | 109 | 157 | 112 | 78 | 245 | 364 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.48 | 0.52 | 2.00 | 0.58 | 0.42 | 2.00 | 1.21 | 1.79 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4217 | 883 | 3400 | 992 | 708 | 3400 | 2052 | 3048 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.16 | 0.11 | 0.50 | 0.46 | 0.46 | 0.03 | 0.16 | 0.16 | 0.02 | 0.12 | 0.12 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 0 Average Delay (sec/veh): 10.5
Optimal Cycle: 44 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 0 Average Delay (sec/veh): 2.4
Optimal Cycle: 52 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.974
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 171 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 1 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 240 | 562 | 106 | 351 | 1591 | 862 | 886 | 1507 | 760 | 289 | 1432 | 341 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 240 | 562 | 106 | 351 | 1591 | 862 | 886 | 1507 | 760 | 289 | 1432 | 341 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 240 | 562 | 0 | 351 | 1591 | 0 | 886 | 1507 | 760 | 289 | 1432 | 341 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 240 | 562 | 0 | 351 | 1591 | 0 | 886 | 1507 | 760 | 289 | 1432 | 341 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 240 | 562 | 0 | 351 | 1591 | 0 | 886 | 1507 | 760 | 289 | 1432 | 341 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.11 | 0.00 | 0.10 | 0.31 | 0.00 | 0.26 | 0.30 | 0.45 | 0.09 | 0.28 | 0.20 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.859 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 68 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 126 | 1113 | 111 | 94 | 2137 | 42 | 15 | 86 | 124 | 313 | 90 | 210 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 126 | 1113 | 111 | 94 | 2137 | 42 | 15 | 86 | 124 | 313 | 90 | 210 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 126 | 1113 | 0 | 94 | 2137 | 42 | 15 | 86 | 124 | 313 | 90 | 210 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 126 | 1113 | 0 | 94 | 2137 | 42 | 15 | 86 | 124 | 313 | 90 | 210 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 126 | 1113 | 0 | 94 | 2137 | 42 | 15 | 86 | 124 | 313 | 90 | 210 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.94 | 0.06 | 1.00 | 0.41 | 0.59 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 5002 | 98 | 1700 | 696 | 1004 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.22 | 0.00 | 0.06 | 0.43 | 0.43 | 0.01 | 0.12 | 0.12 | 0.18 | 0.05 | 0.12 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.747 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 43 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 1 | 0 |
| | 1 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 163 | 1146 | 239 | 115 | 2270 | 74 | 12 | 12 | 30 | 458 | 43 | 106 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 163 | 1146 | 239 | 115 | 2270 | 74 | 12 | 12 | 30 | 458 | 43 | 106 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 163 | 1146 | 0 | 115 | 2270 | 74 | 12 | 12 | 0 | 458 | 43 | 106 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 163 | 1146 | 0 | 115 | 2270 | 74 | 12 | 12 | 0 | 458 | 43 | 106 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 163 | 1146 | 0 | 115 | 2270 | 74 | 12 | 12 | 0 | 458 | 43 | 106 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.91 | 0.09 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4939 | 161 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.22 | 0.00 | 0.03 | 0.46 | 0.46 | 0.01 | 0.01 | 0.00 | 0.13 | 0.03 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 5 | 1004 | 145 | 111 | 1423 | 1114 | 525 | 190 | 12 | 236 | 402 | 97 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 5 | 1004 | 145 | 111 | 1423 | 1114 | 525 | 190 | 12 | 236 | 402 | 97 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 5 | 1004 | 0 | 111 | 1423 | 0 | 525 | 190 | 12 | 236 | 402 | 97 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 5 | 1004 | 0 | 111 | 1423 | 0 | 525 | 190 | 12 | 236 | 402 | 97 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 5 | 1004 | 0 | 111 | 1423 | 0 | 525 | 190 | 12 | 236 | 402 | 97 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.88 | 0.12 | 2.00 | 1.61 | 0.39 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3198 | 202 | 3400 | 2739 | 661 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.20 | 0.00 | 0.03 | 0.28 | 0.00 | 0.15 | 0.06 | 0.06 | 0.07 | 0.15 | 0.15 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 0 Average Delay (sec/veh): 18.1
Optimal Cycle: 160 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.795
Loss Time (sec): 0 Average Delay (sec/veh): 20.5
Optimal Cycle: 111 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.910
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 93 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 15 | 1237 | 82 | 100 | 4030 | 76 | 17 | 1 | 14 | 72 | 4 | 86 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 15 | 1237 | 82 | 100 | 4030 | 76 | 17 | 1 | 14 | 72 | 4 | 86 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 15 | 1237 | 82 | 100 | 4030 | 76 | 17 | 1 | 14 | 72 | 4 | 86 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 15 | 1237 | 82 | 100 | 4030 | 76 | 17 | 1 | 14 | 72 | 4 | 86 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 15 | 1237 | 82 | 100 | 4030 | 76 | 17 | 1 | 14 | 72 | 4 | 86 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.81 | 0.19 | 1.00 | 3.00 | 1.00 | 1.00 | 0.07 | 0.93 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 4783 | 317 | 1700 | 5100 | 1700 | 1700 | 113 | 1587 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.26 | 0.26 | 0.06 | 0.79 | 0.04 | 0.01 | 0.01 | 0.01 | 0.04 | 0.00 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 0 Average Delay (sec/veh): 17.4
Optimal Cycle: 48 Level Of Service: B

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 0 Average Delay (sec/veh): 17.6
Optimal Cycle: 46 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | WideBypass | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 283 | 23 | 57 | 117 | 79 | 39 | 23 | 480 | 136 | 215 | 1100 | 16 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 283 | 23 | 57 | 117 | 79 | 39 | 23 | 480 | 136 | 215 | 1100 | 16 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 283 | 23 | 57 | 117 | 79 | 39 | 23 | 480 | 136 | 215 | 1100 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 283 | 23 | 57 | 117 | 79 | 39 | 23 | 480 | 136 | 215 | 1100 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 283 | 23 | 57 | 117 | 79 | 39 | 23 | 480 | 136 | 215 | 1100 | 16 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.29 | 0.71 | 1.00 | 1.34 | 0.66 | 1.00 | 1.56 | 0.44 | 1.00 | 1.97 | 0.03 |
| Final Sat.: | 1700 | 489 | 1211 | 1700 | 2276 | 1124 | 1700 | 2649 | 751 | 1700 | 3351 | 49 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.17 | 0.05 | 0.05 | 0.07 | 0.03 | 0.03 | 0.01 | 0.18 | 0.18 | 0.13 | 0.33 | 0.33 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.5 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 68 | 120 | 2 | 71 | 500 | 196 | 25 | 9 | 51 | 1 | 32 | 81 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 68 | 120 | 2 | 71 | 500 | 196 | 25 | 9 | 51 | 1 | 32 | 81 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 68 | 120 | 2 | 71 | 500 | 196 | 25 | 9 | 51 | 1 | 32 | 81 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 68 | 120 | 2 | 71 | 500 | 196 | 25 | 9 | 51 | 1 | 32 | 81 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 68 | 120 | 2 | 71 | 500 | 196 | 25 | 9 | 51 | 1 | 32 | 81 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|---|----|-----|-----|----|---|----|---|----|----|
| AutoPCE: | 68 | 120 | 2 | 71 | 500 | 196 | 25 | 9 | 51 | 1 | 32 | 81 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 68 | 120 | 2 | 71 | 500 | 196 | 25 | 9 | 51 | 1 | 32 | 81 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 105 | 101 | 572 | 213 |
| MaxVolume: | 2348 | 2351 | 891 | 1085 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2348 | 2351 | 891 | 1085 |
| ApproachVol: | 190 | 767 | 85 | 114 |
| ApproachV/C: | 0.08 | 0.33 | 0.10 | 0.11 |
| ApproachDel: | 1.7 | 2.3 | 4.5 | 3.7 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.3 | 1.4 | 0.3 | 0.4 |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis. Rows include Vol/Sat and Crit Moves.

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.850
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 65 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 162 | 60 | 5 | 33 | 361 | 964 | 560 | 447 | 563 | 25 | 603 | 27 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 162 | 60 | 5 | 33 | 361 | 964 | 560 | 447 | 563 | 25 | 603 | 27 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 162 | 60 | 5 | 33 | 361 | 964 | 560 | 447 | 563 | 25 | 603 | 27 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 162 | 60 | 5 | 33 | 361 | 964 | 560 | 447 | 563 | 25 | 603 | 27 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 162 | 60 | 5 | 33 | 361 | 964 | 560 | 447 | 563 | 25 | 603 | 27 |
| OvlAdjVol: | | | | | | 684 | | | 482 | | | |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.85 | 0.15 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.91 | 0.09 |
| Final Sat.: | 3400 | 3138 | 262 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3254 | 146 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.02 | 0.02 | 0.02 | 0.11 | 0.57 | 0.16 | 0.13 | 0.33 | 0.01 | 0.19 | 0.19 |
| OvlAdjV/S: | | | | | | 0.40 | | | 0.28 | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.549
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 26 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 319 | 0 | 161 | 64 | 974 | 0 | 0 | 1251 | 163 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 319 | 0 | 161 | 64 | 974 | 0 | 0 | 1251 | 163 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 319 | 0 | 161 | 64 | 974 | 0 | 0 | 1251 | 163 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 319 | 0 | 161 | 64 | 974 | 0 | 0 | 1251 | 163 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 319 | 0 | 161 | 64 | 974 | 0 | 0 | 1251 | 163 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.09 | 0.04 | 0.29 | 0.00 | 0.00 | 0.37 | 0.10 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.621
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 2411 | 81 | 121 | 2127 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 2411 | 81 | 121 | 2127 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 2411 | 81 | 121 | 2127 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 2411 | 81 | 121 | 2127 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 2411 | 81 | 121 | 2127 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.47 | 0.05 | 0.07 | 0.42 | 0.00 |
| Crit Moves: | | | **** | | | | | **** | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.729
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 130 | 338 | 96 | 290 | 516 | 387 | 192 | 472 | 97 | 161 | 1082 | 336 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 130 | 338 | 96 | 290 | 516 | 387 | 192 | 472 | 97 | 161 | 1082 | 336 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 130 | 338 | 96 | 290 | 516 | 387 | 192 | 472 | 97 | 161 | 1082 | 336 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 130 | 338 | 96 | 290 | 516 | 387 | 192 | 472 | 97 | 161 | 1082 | 336 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 130 | 338 | 96 | 290 | 516 | 387 | 192 | 472 | 97 | 161 | 1082 | 336 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.10 | 0.06 | 0.09 | 0.15 | 0.23 | 0.06 | 0.14 | 0.06 | 0.05 | 0.32 | 0.20 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 577 | 440 | 206 | 112 | 323 | 306 | 251 | 1067 | 337 | 174 | 1439 | 131 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 577 | 440 | 206 | 112 | 323 | 306 | 251 | 1067 | 337 | 174 | 1439 | 131 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 577 | 440 | 206 | 112 | 323 | 306 | 251 | 1067 | 0 | 174 | 1439 | 131 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 577 | 440 | 206 | 112 | 323 | 306 | 251 | 1067 | 0 | 174 | 1439 | 131 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 577 | 440 | 206 | 112 | 323 | 306 | 251 | 1067 | 0 | 174 | 1439 | 131 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.17 | 0.13 | 0.12 | 0.07 | 0.10 | 0.18 | 0.07 | 0.21 | 0.00 | 0.05 | 0.28 | 0.08 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.861
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 69 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 965 | 2958 | 36 | 26 | 3017 | 665 | 215 | 14 | 313 | 5 | 12 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 965 | 2958 | 36 | 26 | 3017 | 665 | 215 | 14 | 313 | 5 | 12 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 965 | 2958 | 36 | 26 | 3017 | 665 | 215 | 14 | 313 | 5 | 12 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 965 | 2958 | 36 | 26 | 3017 | 665 | 215 | 14 | 313 | 5 | 12 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 965 | 2958 | 36 | 26 | 3017 | 665 | 215 | 14 | 313 | 5 | 12 | 4 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 4.00 | 1.00 | 1.00 | 4.10 | 0.90 | 2.00 | 1.00 | 2.00 | 2.00 | 1.50 | 0.50 |
| Final Sat.: | 3400 | 6800 | 1700 | 1700 | 6965 | 1535 | 3400 | 1700 | 3400 | 3400 | 2550 | 850 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.28 | 0.44 | 0.02 | 0.02 | 0.43 | 0.43 | 0.06 | 0.01 | 0.09 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 401 | 8 | 48 | 40 | 89 | 329 | 11 | 514 | 107 | 26 | 814 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 401 | 8 | 48 | 40 | 89 | 329 | 11 | 514 | 107 | 26 | 814 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 401 | 8 | 48 | 40 | 89 | 329 | 11 | 514 | 107 | 26 | 814 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 401 | 8 | 48 | 40 | 89 | 329 | 11 | 514 | 107 | 26 | 814 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 401 | 8 | 48 | 40 | 89 | 329 | 11 | 514 | 107 | 26 | 814 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.14 | 0.86 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 243 | 1457 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.12 | 0.03 | 0.03 | 0.02 | 0.05 | 0.19 | 0.01 | 0.15 | 0.06 | 0.02 | 0.24 | 0.00 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.663 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 34 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 47 | 42 | 127 | 371 | 68 | 161 | 87 | 1881 | 34 | 102 | 1860 | 198 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 47 | 42 | 127 | 371 | 68 | 161 | 87 | 1881 | 34 | 102 | 1860 | 198 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 47 | 42 | 127 | 371 | 68 | 161 | 87 | 1881 | 34 | 102 | 1860 | 198 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 47 | 42 | 127 | 371 | 68 | 161 | 87 | 1881 | 34 | 102 | 1860 | 198 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 47 | 42 | 127 | 371 | 68 | 161 | 87 | 1881 | 34 | 102 | 1860 | 198 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.30 | 0.70 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 505 | 1195 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.02 | 0.07 | 0.11 | 0.13 | 0.13 | 0.05 | 0.37 | 0.02 | 0.06 | 0.36 | 0.12 |
| Crit Moves: | | | **** | **** | | | **** | | **** | | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.390
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 20 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 17 | 158 | 54 | 2 | 611 | 9 | 12 | 16 | 68 | 167 | 11 | 3 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 17 | 158 | 54 | 2 | 611 | 9 | 12 | 16 | 68 | 167 | 11 | 3 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 17 | 158 | 54 | 2 | 611 | 9 | 12 | 16 | 68 | 167 | 11 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 17 | 158 | 54 | 2 | 611 | 9 | 12 | 16 | 68 | 167 | 11 | 3 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 17 | 158 | 54 | 2 | 611 | 9 | 12 | 16 | 68 | 167 | 11 | 3 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.49 | 0.51 | 1.00 | 1.97 | 0.03 | 1.00 | 0.19 | 0.81 | 1.00 | 0.79 | 0.21 |
| Final Sat.: | 1700 | 2534 | 866 | 1700 | 3351 | 49 | 1700 | 324 | 1376 | 1700 | 1336 | 364 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.06 | 0.06 | 0.00 | 0.18 | 0.18 | 0.01 | 0.05 | 0.05 | 0.10 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.4 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 27 | 243 | 137 | 1 | 907 | 52 | 8 | 38 | 0 | 287 | 106 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 27 | 243 | 137 | 1 | 907 | 52 | 8 | 38 | 0 | 287 | 106 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 27 | 243 | 137 | 1 | 907 | 52 | 8 | 38 | 0 | 287 | 106 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 27 | 243 | 137 | 1 | 907 | 52 | 8 | 38 | 0 | 287 | 106 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 27 | 243 | 137 | 1 | 907 | 52 | 8 | 38 | 0 | 287 | 106 | 2 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|-----|---|-----|----|---|----|---|-----|-----|---|
| AutoPCE: | 27 | 243 | 137 | 1 | 907 | 52 | 8 | 38 | 0 | 287 | 106 | 2 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 27 | 243 | 137 | 1 | 907 | 52 | 8 | 38 | 0 | 287 | 106 | 2 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 47 | 420 | 1195 | 278 |
| MaxVolume: | 2390 | 2122 | 555 | 1050 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2390 | 2122 | 555 | 1050 |
| ApproachVol: | 407 | 960 | 46 | 395 |
| ApproachV/C: | 0.17 | 0.45 | 0.08 | 0.38 |
| ApproachDel: | 1.8 | 3.1 | 7.1 | 5.5 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.6 | 2.4 | 0.3 | 1.8 |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.348
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 19 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 13 | 143 | 28 | 2 | 586 | 192 | 17 | 6 | 42 | 57 | 26 | 6 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 13 | 143 | 28 | 2 | 586 | 192 | 17 | 6 | 42 | 57 | 26 | 6 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 13 | 143 | 28 | 2 | 586 | 192 | 17 | 6 | 42 | 57 | 26 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 13 | 143 | 28 | 2 | 586 | 192 | 17 | 6 | 42 | 57 | 26 | 6 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 13 | 143 | 28 | 2 | 586 | 192 | 17 | 6 | 42 | 57 | 26 | 6 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.67 | 0.33 | 1.00 | 1.51 | 0.49 | 1.00 | 0.12 | 0.88 | 1.00 | 0.81 | 0.19 |
| Final Sat.: | 1700 | 2843 | 557 | 1700 | 2561 | 839 | 1700 | 213 | 1488 | 1700 | 1381 | 319 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.05 | 0.05 | 0.00 | 0.23 | 0.23 | 0.01 | 0.03 | 0.03 | 0.03 | 0.02 | 0.02 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.9 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 16 | 14 | 0 | 231 | 1 | 1 | 231 | 1 | 28 | 461 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 16 | 14 | 0 | 231 | 1 | 1 | 231 | 1 | 28 | 461 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 16 | 14 | 0 | 231 | 1 | 1 | 231 | 1 | 28 | 461 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 16 | 14 | 0 | 231 | 1 | 1 | 231 | 1 | 28 | 461 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 16 | 14 | 0 | 231 | 1 | 1 | 231 | 1 | 28 | 461 | 0 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|----|----|---|-----|---|---|-----|---|----|-----|---|
| AutoPCE: | 1 | 16 | 14 | 0 | 231 | 1 | 1 | 231 | 1 | 28 | 461 | 0 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 16 | 14 | 0 | 231 | 1 | 1 | 231 | 1 | 28 | 461 | 0 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 232 | 490 | 259 | 18 |
| MaxVolume: | 1075 | 935 | 1060 | 1190 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1075 | 935 | 1060 | 1190 |
| ApproachVol: | 31 | 232 | 233 | 489 |
| ApproachV/C: | 0.03 | 0.25 | 0.22 | 0.41 |
| ApproachDel: | 3.4 | 5.1 | 4.3 | 5.1 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.1 | 1.0 | 0.8 | 2.0 |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 23 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 65 | 0 | 58 | 0 | 0 | 0 | 0 | 1894 | 66 | 61 | 2002 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 65 | 0 | 58 | 0 | 0 | 0 | 0 | 1894 | 66 | 61 | 2002 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 65 | 0 | 58 | 0 | 0 | 0 | 0 | 1894 | 66 | 61 | 2002 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 65 | 0 | 58 | 0 | 0 | 0 | 0 | 1894 | 66 | 61 | 2002 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 65 | 0 | 58 | 0 | 0 | 0 | 0 | 1894 | 66 | 61 | 2002 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.04 | 0.04 | 0.39 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: A[9.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustments for different movements.

Critical Gap Module table with 12 columns showing critical gap and follow-up times.

Capacity Module table with 12 columns showing conflict volumes, potential capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns showing delay, LOS by movement, and shared queue/LOS values.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.2 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 31 | 0 | 41 | 5 | 223 | 0 | 0 | 392 | 9 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 31 | 0 | 41 | 5 | 223 | 0 | 0 | 392 | 9 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 31 | 0 | 41 | 5 | 223 | 0 | 0 | 392 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 31 | 0 | 41 | 5 | 223 | 0 | 0 | 392 | 9 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 31 | 0 | 41 | 5 | 223 | 0 | 0 | 392 | 9 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|----|---|----|---|-----|---|---|-----|---|
| AutoPCE: | 0 | 0 | 0 | 31 | 0 | 41 | 5 | 223 | 0 | 0 | 392 | 9 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 31 | 0 | 41 | 5 | 223 | 0 | 0 | 392 | 9 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 259 | 392 | 31 | 5 |
| MaxVolume: | xxxxxx | 988 | 1183 | 1197 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 988 | 1183 | 1197 |
| ApproachVol: | xxxxxx | 72 | 228 | 401 |
| ApproachV/C: | 1.00 | 0.07 | 0.19 | 0.33 |
| ApproachDel: | xxxxxx | 3.9 | 3.8 | 4.5 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.2 | 0.7 | 1.5 |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[10.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 13 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module table with 13 columns and 2 rows including Critical Gp and FollowUpTim.

Capacity Module table with 13 columns and 4 rows including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 13 columns and 8 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 58 | 8 | 67 | 172 | 33 | 145 | 37 | 2317 | 64 | 54 | 2003 | 24 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 58 | 8 | 67 | 172 | 33 | 145 | 37 | 2317 | 64 | 54 | 2003 | 24 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 58 | 8 | 67 | 172 | 33 | 145 | 37 | 2317 | 64 | 54 | 2003 | 24 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 58 | 8 | 67 | 172 | 33 | 145 | 37 | 2317 | 64 | 54 | 2003 | 24 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 58 | 8 | 67 | 172 | 33 | 145 | 37 | 2317 | 64 | 54 | 2003 | 24 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.00 | 0.04 | 0.10 | 0.02 | 0.09 | 0.02 | 0.45 | 0.04 | 0.03 | 0.39 | 0.01 |
| Crit Moves: | | | **** | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.331
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 18 Level Of Service: A

| Street Name: | "B" St | | | | | | "LQ" St | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 22 | 101 | 0 | 0 | 109 | 0 | 8 | 212 | 41 | 0 | 339 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 22 | 101 | 0 | 0 | 109 | 0 | 8 | 212 | 41 | 0 | 339 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 22 | 101 | 0 | 0 | 109 | 0 | 8 | 212 | 41 | 0 | 339 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 22 | 101 | 0 | 0 | 109 | 0 | 8 | 212 | 41 | 0 | 339 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 22 | 101 | 0 | 0 | 109 | 0 | 8 | 212 | 41 | 0 | 339 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.84 | 0.16 | 1.00 | 1.00 | 0.00 |
| Final Sat.: | 1700 | 1700 | 0 | 1700 | 1700 | 0 | 1700 | 1425 | 275 | 1700 | 1700 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.06 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.15 | 0.15 | 0.00 | 0.20 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.839
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 62 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 102 | 37 | 24 | 124 | 58 | 562 | 148 | 830 | 37 | 12 | 1059 | 35 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 102 | 37 | 24 | 124 | 58 | 562 | 148 | 830 | 37 | 12 | 1059 | 35 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 102 | 37 | 24 | 124 | 58 | 562 | 148 | 830 | 37 | 12 | 1059 | 35 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 102 | 37 | 24 | 124 | 58 | 562 | 148 | 830 | 37 | 12 | 1059 | 35 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 102 | 37 | 24 | 124 | 58 | 562 | 148 | 830 | 37 | 12 | 1059 | 35 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.61 | 0.39 | 1.00 | 1.00 | 1.00 | 1.00 | 1.91 | 0.09 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 1031 | 669 | 1700 | 1700 | 1700 | 1700 | 3255 | 145 | 1700 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.04 | 0.04 | 0.07 | 0.03 | 0.33 | 0.09 | 0.26 | 0.25 | 0.01 | 0.31 | 0.02 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.840 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 62 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | |
| Rights: | Include | | | Include | | | Include | | | Include | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 15 | 195 | 156 | 17 | 51 | 28 | 2746 | 0 | 152 | 2172 | 51 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 15 | 195 | 156 | 17 | 51 | 28 | 2746 | 0 | 152 | 2172 | 51 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 15 | 195 | 156 | 17 | 51 | 28 | 2746 | 0 | 152 | 2172 | 51 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 15 | 195 | 156 | 17 | 51 | 28 | 2746 | 0 | 152 | 2172 | 51 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 15 | 195 | 156 | 17 | 51 | 28 | 2746 | 0 | 152 | 2172 | 51 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.25 | 0.75 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 425 | 1275 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.01 | 0.11 | 0.09 | 0.04 | 0.04 | 0.02 | 0.54 | 0.00 | 0.04 | 0.43 | 0.03 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 9 | 0 | 0 | 202 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.00 | 0.119 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.12 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.11 | |
| RTC | | 0.12 | RTC | | 0.12 | RTC | | 0.00 | RTC | | 0.09 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.12 | Addl ICU | | 0.00 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.17 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 63 | 0 | 0 | 314 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.04 | 0.00 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.00 | 0.185 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.18 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.15 | |
| RTC | | 0.18 | RTC | | 0.18 | RTC | | 0.00 | RTC | | 0.11 | |
| Addl ICU | | -0.18 | Addl ICU | | -0.18 | Addl ICU | | 0.00 | Addl ICU | | -0.11 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.23 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 | 0 | 0 | 297 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.00 | 0.17 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.17 | | 0.175 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.00 | | RTOG | 0.00 | | RTOG | 0.17 | | RTOG | 0.17 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.00 | | RTOR | 0.00 | | RTOR | 0.00 | | |
| RTC | 0.05 | | RTC | 0.00 | | RTC | 0.17 | | RTC | 0.17 | | |
| Addl ICU | -0.05 | | Addl ICU | 0.00 | | Addl ICU | -0.17 | | Addl ICU | -0.17 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.22 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 226 | 0 | 0 | 304 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.00 | 0.18 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.18 | | 0.179 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.00 | | RTOG | 0.00 | | RTOG | 0.18 | | RTOG | 0.18 | | Right Turn Adjustment |
| RTOR | 0.05 | | RTOR | 0.00 | | RTOR | 0.00 | | RTOR | 0.00 | | |
| RTC | 0.03 | | RTC | 0.00 | | RTC | 0.18 | | RTC | 0.18 | | |
| Addl ICU | -0.03 | | Addl ICU | 0.00 | | Addl ICU | -0.18 | | Addl ICU | -0.18 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.23 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 190 | 0 | 0 | 275 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.11 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.16 | V/C | | 0.00 | V/C | | 0.00 | 0.162 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.16 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.05 | |
| RTC | | 0.16 | RTC | | 0.16 | RTC | | 0.00 | RTC | | 0.04 | |
| Addl ICU | | -0.16 | Addl ICU | | -0.16 | Addl ICU | | 0.00 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.21 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 284 | 0 | 0 | 310 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.17 | 0.00 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.00 | 0.182 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.18 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | |
| RTC | | 0.18 | RTC | | 0.18 | RTC | | 0.00 | RTC | | 0.01 | |
| Addl ICU | | -0.18 | Addl ICU | | -0.18 | Addl ICU | | 0.00 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.23 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 179 | 0 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.11 | 0.00 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.00 | 0.118 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.12 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | |
| RTC | | 0.12 | RTC | | 0.12 | RTC | | 0.00 | RTC | | 0.01 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.12 | Addl ICU | | 0.00 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.17 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 1015 | 25 | 34 | 26 | 20 | 9 | 30 | 1319 | 542 | 159 | 1193 | 22 | Volume |
| 0.30 | 0.01 | 0.00 | 0.02 | 0.01 | 0.01 | 0.02 | 0.26 | 0.32 | 0.05 | 0.23 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.30 | V/C | | 0.01 | V/C | | 0.26 | V/C | | 0.05 | 0.616 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.30 | RTOG | | 0.01 | RTOG | | 0.26 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.07 | RTOR | | 0.30 | RTOR | | 0.30 | |
| RTC | | 0.33 | RTC | | 0.07 | RTC | | 0.48 | RTC | | 0.51 | |
| Addl ICU | | -0.33 | Addl ICU | | -0.06 | Addl ICU | | -0.16 | Addl ICU | | -0.50 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 141 | 573 | 294 | 289 | 1051 | 98 | 131 | 1610 | 337 | 353 | 2041 | 277 | Volume |
| 0.04 | 0.11 | 0.00 | 0.09 | 0.21 | 0.06 | 0.04 | 0.32 | 0.20 | 0.10 | 0.40 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.21 | V/C | | 0.04 | V/C | | 0.40 | 0.686 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.21 | RTOG | | 0.33 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.14 | |
| RTC | | 0.25 | RTC | | 0.23 | RTC | | 0.37 | RTC | | 0.50 | |
| Addl ICU | | -0.25 | Addl ICU | | -0.18 | Addl ICU | | -0.17 | Addl ICU | | -0.34 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.74 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 0.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 4119 | 981 | 3400 | 5100 | 1700 | 1700 | 850 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 183 | 638 | 152 | 68 | 1294 | 402 | 302 | 176 | 247 | 497 | 381 | 101 | Volume |
| 0.05 | 0.15 | 0.15 | 0.02 | 0.25 | 0.24 | 0.18 | 0.21 | 0.10 | 0.15 | 0.22 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.25 | | V/C | 0.18 | | V/C | 0.22 | | 0.709 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.29 | | RTOG | 0.25 | | RTOG | 0.26 | | RTOG | 0.22 | | Right Turn Adjustment |
| RTOR | 0.19 | | RTOR | 0.18 | | RTOR | 0.05 | | RTOR | 0.15 | | |
| RTC | 0.43 | | RTC | 0.39 | | RTC | 0.30 | | RTC | 0.34 | | |
| Addl ICU | -0.28 | | Addl ICU | -0.15 | | Addl ICU | -0.20 | | Addl ICU | -0.28 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 129 | 680 | 262 | 254 | 1551 | 356 | 250 | 281 | 152 | 646 | 913 | 83 | Volume |
| 0.04 | 0.13 | 0.15 | 0.07 | 0.23 | 0.21 | 0.07 | 0.08 | 0.09 | 0.19 | 0.27 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.04 | | V/C | 0.23 | | V/C | 0.07 | | V/C | 0.27 | | 0.608 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.19 | | RTOG | 0.23 | | RTOG | 0.15 | | RTOG | 0.27 | | Right Turn Adjustment |
| RTOR | 0.26 | | RTOR | 0.07 | | RTOR | 0.04 | | RTOR | 0.13 | | |
| RTC | 0.39 | | RTC | 0.28 | | RTC | 0.18 | | RTC | 0.37 | | |
| Addl ICU | -0.23 | | Addl ICU | -0.07 | | Addl ICU | -0.09 | | Addl ICU | -0.32 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 269 | 0 | 221 | 0 | 0 | 0 | 0 | 558 | 846 | 358 | 1054 | 0 | Volume |
| 0.08 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.11 | 0.31 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.08 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.31 | | 0.389 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.08 | | RTOG | -0.08 | | RTOG | 0.20 | | RTOG | 0.31 | | Right Turn Adjustment |
| RTOR | 0.15 | | RTOR | 0.00 | | RTOR | 0.08 | | RTOR | 0.08 | | |
| RTC | 0.19 | | RTC | -0.08 | | RTC | 0.26 | | RTC | 0.37 | | |
| Addl ICU | -0.12 | | Addl ICU | 0.08 | | Addl ICU | -0.26 | | Addl ICU | -0.37 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.44 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 123 | 458 | 123 | 413 | 1007 | 122 | 206 | 1454 | 378 | 513 | 1664 | 120 | Volume |
| 0.04 | 0.09 | 0.04 | 0.12 | 0.30 | 0.07 | 0.06 | 0.21 | 0.22 | 0.15 | 0.33 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.04 | | V/C | 0.30 | | V/C | 0.06 | | V/C | 0.33 | | 0.719 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.21 | | RTOG | 0.30 | | RTOG | 0.24 | | RTOG | 0.33 | | Right Turn Adjustment |
| RTOR | 0.17 | | RTOR | 0.06 | | RTOR | 0.04 | | RTOR | 0.24 | | |
| RTC | 0.34 | | RTC | 0.34 | | RTC | 0.26 | | RTC | 0.51 | | |
| Addl ICU | -0.30 | | Addl ICU | -0.27 | | Addl ICU | -0.04 | | Addl ICU | -0.44 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.77 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 226 | 376 | 227 | 371 | 2382 | 89 | 86 | 393 | 672 | 484 | 971 | 318 | Volume |
| 0.07 | 0.07 | 0.00 | 0.11 | 0.47 | 0.05 | 0.03 | 0.08 | 0.00 | 0.14 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.07 | V/C | | 0.47 | V/C | | 0.08 | V/C | | 0.14 | 0.753 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.47 | RTOG | | 0.08 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.03 | RTOR | | 0.07 | RTOR | | 0.46 | |
| RTC | | 0.53 | RTC | | 0.49 | RTC | | 0.13 | RTC | | 0.54 | |
| Addl ICU | | -0.53 | Addl ICU | | -0.44 | Addl ICU | | -0.13 | Addl ICU | | -0.35 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 0.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 1171 | 2229 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 285 | 993 | 712 | 344 | 3282 | 393 | 136 | 259 | 339 | 667 | 346 | 444 | Volume |
| 0.08 | 0.15 | 0.42 | 0.10 | 0.48 | 0.23 | 0.12 | 0.12 | 0.10 | 0.20 | 0.14 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.08 | | V/C | 0.48 | | V/C | 0.12 | | V/C | 0.20 | | 0.879 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.47 | | RTOG | 0.48 | | RTOG | 0.12 | | RTOG | 0.20 | | Right Turn Adjustment |
| RTOR | 0.20 | | RTOR | 0.18 | | RTOR | 0.08 | | RTOR | 0.42 | | |
| RTC | 0.61 | | RTC | 0.62 | | RTC | 0.18 | | RTC | 0.51 | | |
| Addl ICU | -0.19 | | Addl ICU | -0.38 | | Addl ICU | -0.08 | | Addl ICU | -0.34 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.93 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 1311 | 95 | 625 | 3550 | 0 | 682 | 2 | 1137 | 0 | 0 | 0 | Volume |
| 0.00 | 0.19 | 0.06 | 0.18 | 0.52 | 0.00 | 0.16 | 0.00 | 0.45 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.52 | V/C | | 0.16 | V/C | | 0.00 | 0.683 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.34 | RTOG | | 0.52 | RTOG | | 0.16 | RTOG | | -0.16 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.16 | RTOR | | 0.00 | RTOR | | 0.33 | |
| RTC | | 0.46 | RTC | | 0.64 | RTC | | 0.16 | RTC | | 0.09 | |
| Addl ICU | | -0.40 | Addl ICU | | -0.64 | Addl ICU | | 0.29 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.29 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 1.02 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4783 | 317 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 15 | 1237 | 82 | 100 | 4030 | 76 | 17 | 1 | 14 | 72 | 4 | 86 | Volume |
| 0.01 | 0.26 | 0.26 | 0.06 | 0.79 | 0.04 | 0.01 | 0.00 | 0.01 | 0.04 | 0.00 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.01 | | V/C | 0.79 | | V/C | 0.00 | | V/C | 0.04 | | 0.842 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.74 | | RTOG | 0.79 | | RTOG | 0.00 | | RTOG | 0.03 | | Right Turn Adjustment |
| RTOR | 0.04 | | RTOR | 0.04 | | RTOR | 0.01 | | RTOR | 0.54 | | |
| RTC | 0.77 | | RTC | 0.82 | | RTC | 0.01 | | RTC | 0.44 | | |
| Addl ICU | -0.51 | | Addl ICU | -0.78 | | Addl ICU | 0.00 | | Addl ICU | -0.39 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.89 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 125 | 813 | 189 | 1712 | 1933 | 405 | 109 | 157 | 112 | 78 | 245 | 364 | Volume |
| 0.07 | 0.16 | 0.11 | 0.50 | 0.38 | 0.24 | 0.03 | 0.09 | 0.07 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.50 | V/C | | 0.03 | V/C | | 0.14 | 0.839 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.59 | RTOG | | 0.15 | RTOG | | 0.14 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.03 | RTOR | | 0.28 | RTOR | | 0.50 | |
| RTC | | 0.22 | RTC | | 0.61 | RTC | | 0.37 | RTC | | 0.52 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.38 | Addl ICU | | -0.30 | Addl ICU | | -0.52 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.89 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 217 | 0 | 257 | 0 | 1787 | 192 | 91 | 1901 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.08 | 0.00 | 0.26 | 0.11 | 0.05 | 0.37 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.37 | 0.500 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.13 | RTOG | | 0.13 | RTOG | | 0.32 | RTOG | | 0.37 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.00 | RTOR | | 0.13 | RTOR | | 0.13 | |
| RTC | | -0.05 | RTC | | 0.13 | RTC | | 0.41 | RTC | | 0.47 | |
| Addl ICU | | 0.05 | Addl ICU | | -0.05 | Addl ICU | | -0.30 | Addl ICU | | -0.47 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.55 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4462 | 638 | Total Saturation |
| 56 | 0 | 80 | 0 | 0 | 0 | 0 | 1840 | 140 | 0 | 1957 | 280 | Volume |
| 0.03 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.54 | 0.00 | 0.00 | 0.44 | 0.44 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.03 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.44 | | 0.472 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.03 | | RTOG | -0.03 | | RTOG | 0.44 | | RTOG | 0.44 | | Right Turn Adjustment |
| RTOR | -0.10 | | RTOR | 0.00 | | RTOR | 0.03 | | RTOR | 0.03 | | |
| RTC | -0.04 | | RTC | -0.03 | | RTC | 0.46 | | RTC | 0.46 | | |
| Addl ICU | 0.09 | | Addl ICU | 0.03 | | Addl ICU | -0.46 | | Addl ICU | -0.02 | | |
| | 0.09 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.61 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 240 | 562 | 106 | 351 | 1591 | 862 | 886 | 1507 | 760 | 289 | 1432 | 341 | Volume |
| 0.07 | 0.11 | 0.00 | 0.10 | 0.31 | 0.00 | 0.17 | 0.30 | 0.45 | 0.09 | 0.28 | 0.20 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.31 | V/C | | 0.17 | V/C | | 0.28 | 0.837 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.28 | RTOG | | 0.31 | RTOG | | 0.37 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.17 | RTOR | | 0.07 | RTOR | | 0.27 | |
| RTC | | 0.40 | RTC | | 0.44 | RTC | | 0.42 | RTC | | 0.49 | |
| Addl ICU | | -0.40 | Addl ICU | | -0.44 | Addl ICU | | 0.02 | Addl ICU | | -0.28 | |
| | | 0.00 | | | 0.00 | | | 0.02 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.91 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5002 | 98 | 1700 | 696 | 1004 | 1700 | 1700 | 1700 | Total Saturation |
| 126 | 1113 | 111 | 94 | 2137 | 42 | 15 | 86 | 124 | 313 | 90 | 210 | Volume |
| 0.07 | 0.22 | 0.00 | 0.06 | 0.43 | 0.43 | 0.01 | 0.12 | 0.12 | 0.18 | 0.05 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.07 | V/C | | 0.43 | V/C | | 0.12 | V/C | | 0.18 | 0.809 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.45 | RTOG | | 0.43 | RTOG | | 0.12 | RTOG | | 0.30 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.25 | RTOR | | 0.07 | RTOR | | 0.28 | |
| RTC | | 0.58 | RTC | | 0.62 | RTC | | 0.18 | RTC | | 0.51 | |
| Addl ICU | | -0.58 | Addl ICU | | -0.19 | Addl ICU | | -0.06 | Addl ICU | | -0.39 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.86 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 4939 | 161 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 163 | 1146 | 239 | 115 | 2270 | 74 | 12 | 12 | 30 | 458 | 43 | 106 | Volume |
| 0.10 | 0.22 | 0.00 | 0.03 | 0.46 | 0.46 | 0.01 | 0.01 | 0.00 | 0.13 | 0.03 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.10 | | V/C | 0.46 | | V/C | 0.01 | | V/C | 0.13 | | 0.697 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.52 | | RTOG | 0.46 | | RTOG | 0.01 | | RTOG | 0.13 | | Right Turn Adjustment |
| RTOR | 0.13 | | RTOR | 0.12 | | RTOR | 0.10 | | RTOR | 0.33 | | |
| RTC | 0.62 | | RTC | 0.55 | | RTC | 0.08 | | RTC | 0.38 | | |
| Addl ICU | -0.62 | | Addl ICU | -0.09 | | Addl ICU | -0.08 | | Addl ICU | -0.32 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.75 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2739 | 661 | Total Saturation |
| 5 | 1004 | 145 | 111 | 1423 | 1114 | 525 | 190 | 12 | 236 | 402 | 97 | Volume |
| 0.00 | 0.20 | 0.00 | 0.03 | 0.28 | 0.00 | 0.15 | 0.06 | 0.01 | 0.07 | 0.15 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.28 | V/C | | 0.15 | V/C | | 0.15 | 0.583 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.25 | RTOG | | 0.28 | RTOG | | 0.23 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.15 | RTOR | | 0.00 | RTOR | | 0.09 | |
| RTC | | 0.43 | RTC | | 0.39 | RTC | | 0.23 | RTC | | 0.21 | |
| Addl ICU | | -0.43 | Addl ICU | | -0.39 | Addl ICU | | -0.23 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.63 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3879 | 345 | 0 | 1266 | 0 | 0 | 0 | 0 | 164 | 0 | 1263 | Volume |
| 0.00 | 0.57 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.25 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.57 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.10 | 0.667 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.57 | RTOG | | 0.57 | RTOG | | -0.10 | RTOG | | 0.10 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.10 | RTOR | | 0.32 | RTOR | | 0.00 | |
| RTC | | 0.64 | RTC | | 0.64 | RTC | | 0.15 | RTC | | 0.10 | |
| Addl ICU | | -0.64 | Addl ICU | | -0.64 | Addl ICU | | -0.15 | Addl ICU | | 0.15 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.15 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | | 0.87 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 1426 | 0 | 0 | 1082 | 406 | 2732 | 0 | 513 | 0 | 0 | 0 | Volume |
| 0.00 | 0.28 | 0.00 | 0.00 | 0.21 | 0.00 | 0.54 | 0.00 | 0.30 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.28 | V/C | | 0.00 | V/C | | 0.54 | V/C | | 0.00 | 0.815 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.28 | RTOG | | 0.28 | RTOG | | 0.54 | RTOG | | -0.54 | Right Turn Adjustment |
| RTOR | | 0.54 | RTOR | | 0.54 | RTOR | | 0.07 | RTOR | | 0.00 | |
| RTC | | 0.68 | RTC | | 0.68 | RTC | | 0.59 | RTC | | -0.54 | |
| Addl ICU | | -0.68 | Addl ICU | | -0.68 | Addl ICU | | -0.28 | Addl ICU | | 0.54 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.87 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 248 | 0 | 401 | 0 | 786 | 400 | 441 | 1398 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.12 | 0.00 | 0.23 | 0.24 | 0.13 | 0.41 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.15 | V/C | | 0.00 | V/C | | 0.41 | 0.557 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.15 | RTOG | | 0.15 | RTOG | | 0.28 | RTOG | | 0.41 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.00 | RTOR | | 0.15 | RTOR | | 0.15 | |
| RTC | | -0.01 | RTC | | 0.15 | RTC | | 0.39 | RTC | | 0.52 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.03 | Addl ICU | | -0.16 | Addl ICU | | -0.52 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.61 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 283 | 0 | 574 | 0 | 0 | 0 | 0 | 1009 | 44 | 139 | 1548 | 0 | Volume |
| 0.08 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.08 | 0.46 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.46 | 0.539 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | -0.08 | RTOG | | 0.37 | RTOG | | 0.46 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.08 | |
| RTC | | 0.20 | RTC | | -0.08 | RTC | | 0.44 | RTC | | 0.52 | |
| Addl ICU | | -0.03 | Addl ICU | | 0.08 | Addl ICU | | -0.44 | Addl ICU | | -0.52 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.59 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 283 | 23 | 57 | 117 | 79 | 39 | 23 | 480 | 136 | 215 | 1100 | 16 | Volume |
| 0.17 | 0.01 | 0.03 | 0.07 | 0.02 | 0.02 | 0.01 | 0.14 | 0.08 | 0.13 | 0.32 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.17 | | V/C | 0.02 | | V/C | 0.01 | | V/C | 0.32 | | 0.527 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.02 | | RTOG | 0.21 | | RTOG | 0.32 | | Right Turn Adjustment |
| RTOR | 0.20 | | RTOR | 0.01 | | RTOR | 0.17 | | RTOR | 0.18 | | |
| RTC | 0.27 | | RTC | 0.03 | | RTC | 0.34 | | RTC | 0.46 | | |
| Addl ICU | -0.23 | | Addl ICU | -0.01 | | Addl ICU | -0.26 | | Addl ICU | -0.45 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 255 | 1445 | 850 | 481 | 1219 | Total Saturation |
| 68 | 120 | 2 | 71 | 500 | 196 | 25 | 9 | 51 | 1 | 32 | 81 | Volume |
| 0.08 | 0.07 | 0.00 | 0.08 | 0.29 | 0.23 | 0.03 | 0.04 | 0.04 | 0.00 | 0.07 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.29 | V/C | | 0.03 | V/C | | 0.07 | 0.470 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.29 | RTOG | | 0.29 | RTOG | | 0.09 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.03 | RTOR | | 0.08 | RTOR | | 0.30 | |
| RTC | | 0.34 | RTC | | 0.32 | RTC | | 0.15 | RTC | | 0.29 | |
| Addl ICU | | -0.33 | Addl ICU | | -0.09 | Addl ICU | | -0.12 | Addl ICU | | -0.23 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.52 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 131 | 54 | 69 | 271 | 363 | 455 | 126 | 1619 | 270 | 172 | 1826 | 83 | Volume |
| 0.04 | 0.02 | 0.04 | 0.16 | 0.11 | 0.00 | 0.04 | 0.32 | 0.16 | 0.05 | 0.36 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.11 | V/C | | 0.04 | V/C | | 0.36 | 0.540 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.11 | RTOG | | 0.34 | RTOG | | 0.36 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.13 | |
| RTC | | 0.04 | RTC | | 0.13 | RTC | | 0.37 | RTC | | 0.46 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.13 | Addl ICU | | -0.21 | Addl ICU | | -0.41 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.59 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3138 | 262 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3254 | 146 | Total Saturation |
| 162 | 60 | 5 | 33 | 361 | 964 | 560 | 447 | 563 | 25 | 603 | 27 | Volume |
| 0.05 | 0.02 | 0.02 | 0.02 | 0.11 | 0.57 | 0.16 | 0.13 | 0.33 | 0.01 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.11 | | V/C | 0.16 | | V/C | 0.19 | | 0.504 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.13 | | RTOG | 0.11 | | RTOG | 0.34 | | RTOG | 0.19 | | Right Turn Adjustment |
| RTOR | 0.22 | | RTOR | 0.16 | | RTOR | 0.05 | | RTOR | 0.13 | | |
| RTC | 0.30 | | RTC | 0.23 | | RTC | 0.37 | | RTC | 0.29 | | |
| Addl ICU | -0.28 | | Addl ICU | 0.34 | | Addl ICU | -0.04 | | Addl ICU | -0.10 | | |
| | 0.00 | | | 0.34 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.89 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 319 | 0 | 161 | 64 | 974 | 0 | 0 | 1251 | 163 | Volume |
| 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.09 | 0.04 | 0.29 | 0.00 | 0.00 | 0.37 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.09 | V/C | | 0.04 | V/C | | 0.37 | 0.499 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.09 | RTOG | | 0.09 | RTOG | | 0.41 | RTOG | | 0.37 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.04 | RTOR | | 0.09 | RTOR | | 0.09 | |
| RTC | | 0.00 | RTC | | 0.12 | RTC | | 0.48 | RTC | | 0.44 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.03 | Addl ICU | | -0.48 | Addl ICU | | -0.34 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.55 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 46 | 0 | 0 | 0 | 0 | 2411 | 81 | 121 | 2127 | 0 | Volume |
| 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.47 | 0.05 | 0.07 | 0.42 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.47 | V/C | | 0.07 | 0.544 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.47 | RTOG | | 0.54 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.13 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.05 | RTC | | 0.10 | RTC | | 0.47 | RTC | | 0.54 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.10 | Addl ICU | | -0.43 | Addl ICU | | -0.54 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.59 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 130 | 338 | 96 | 290 | 516 | 387 | 192 | 472 | 97 | 161 | 1082 | 336 | Volume |
| 0.08 | 0.10 | 0.06 | 0.09 | 0.15 | 0.23 | 0.06 | 0.14 | 0.06 | 0.05 | 0.32 | 0.20 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.15 | V/C | | 0.06 | V/C | | 0.32 | 0.603 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.14 | RTOG | | 0.15 | RTOG | | 0.33 | RTOG | | 0.32 | Right Turn Adjustment |
| RTOR | | 0.24 | RTOR | | 0.06 | RTOR | | 0.08 | RTOR | | 0.13 | |
| RTC | | 0.32 | RTC | | 0.19 | RTC | | 0.38 | RTC | | 0.41 | |
| Addl ICU | | -0.26 | Addl ICU | | 0.03 | Addl ICU | | -0.33 | Addl ICU | | -0.22 | |
| | | 0.00 | | | 0.03 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.69 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 577 | 440 | 206 | 112 | 323 | 306 | 251 | 1067 | 337 | 174 | 1439 | 131 | Volume |
| 0.17 | 0.13 | 0.12 | 0.07 | 0.10 | 0.18 | 0.07 | 0.21 | 0.00 | 0.05 | 0.28 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.17 | V/C | | 0.10 | V/C | | 0.07 | V/C | | 0.28 | 0.621 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.10 | RTOG | | 0.30 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.07 | RTOR | | 0.17 | RTOR | | 0.14 | |
| RTC | | 0.31 | RTC | | 0.15 | RTC | | 0.43 | RTC | | 0.38 | |
| Addl ICU | | -0.19 | Addl ICU | | 0.03 | Addl ICU | | -0.43 | Addl ICU | | -0.31 | |
| | | 0.00 | | | 0.03 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 1700 | 6965 | 1535 | 3400 | 1700 | 3400 | 3400 | 2550 | 850 | Total Saturation |
| 965 | 2958 | 36 | 26 | 3017 | 665 | 215 | 14 | 313 | 5 | 12 | 4 | Volume |
| 0.28 | 0.44 | 0.02 | 0.02 | 0.43 | 0.43 | 0.06 | 0.01 | 0.09 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.28 | V/C | | 0.43 | V/C | | 0.06 | V/C | | 0.00 | 0.785 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.70 | RTOG | | 0.43 | RTOG | | 0.07 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.06 | RTOR | | 0.28 | RTOR | | 0.28 | |
| RTC | | 0.75 | RTC | | 0.48 | RTC | | 0.28 | RTC | | 0.22 | |
| Addl ICU | | -0.73 | Addl ICU | | -0.05 | Addl ICU | | -0.19 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 243 | 1457 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 401 | 8 | 48 | 40 | 89 | 329 | 11 | 514 | 107 | 26 | 814 | 0 | Volume |
| 0.12 | 0.03 | 0.03 | 0.02 | 0.05 | 0.19 | 0.01 | 0.15 | 0.06 | 0.02 | 0.24 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.12 | | V/C | 0.05 | | V/C | 0.01 | | V/C | 0.24 | | 0.416 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.15 | | RTOG | 0.05 | | RTOG | 0.23 | | RTOG | 0.24 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.01 | | RTOR | 0.12 | | RTOR | 0.14 | | |
| RTC | 0.22 | | RTC | 0.06 | | RTC | 0.32 | | RTC | 0.34 | | |
| Addl ICU | -0.18 | | Addl ICU | 0.14 | | Addl ICU | -0.26 | | Addl ICU | -0.34 | | |
| | 0.00 | | | 0.14 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.60 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 47 | 42 | 127 | 371 | 68 | 161 | 87 | 1881 | 34 | 102 | 1860 | 198 | Volume |
| 0.03 | 0.02 | 0.07 | 0.11 | 0.04 | 0.09 | 0.05 | 0.37 | 0.02 | 0.06 | 0.36 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.11 | V/C | | 0.37 | V/C | | 0.06 | 0.563 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.11 | RTOG | | 0.37 | RTOG | | 0.38 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.06 | RTOR | | 0.09 | RTOR | | 0.11 | |
| RTC | | 0.07 | RTC | | 0.15 | RTC | | 0.44 | RTC | | 0.46 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.06 | Addl ICU | | -0.42 | Addl ICU | | -0.34 | |
| | | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.62 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2534 | 866 | 1700 | 3351 | 49 | 1700 | 324 | 1376 | 1700 | 1336 | 364 | Total Saturation |
| 17 | 158 | 54 | 2 | 611 | 9 | 12 | 16 | 68 | 167 | 11 | 3 | Volume |
| 0.01 | 0.06 | 0.06 | 0.00 | 0.18 | 0.18 | 0.01 | 0.05 | 0.05 | 0.10 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.18 | V/C | | 0.05 | V/C | | 0.10 | 0.340 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.18 | RTOG | | 0.05 | RTOG | | 0.14 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.14 | RTOR | | 0.01 | RTOR | | 0.13 | |
| RTC | | 0.26 | RTC | | 0.29 | RTC | | 0.06 | RTC | | 0.24 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.10 | Addl ICU | | -0.01 | Addl ICU | | -0.23 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.39 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 0 | 850 | 1700 | 850 | Total Saturation |
| 27 | 243 | 137 | 1 | 907 | 52 | 8 | 38 | 0 | 287 | 106 | 2 | Volume |
| 0.03 | 0.14 | 0.16 | 0.00 | 0.53 | 0.06 | 0.01 | 0.02 | 0.00 | 0.34 | 0.06 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.53 | V/C | | 0.02 | V/C | | 0.34 | 0.925 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.56 | RTOG | | 0.53 | RTOG | | 0.02 | RTOG | | 0.35 | Right Turn Adjustment |
| RTOR | | 0.34 | RTOR | | 0.30 | RTOR | | 0.03 | RTOR | | 0.42 | |
| RTC | | 0.82 | RTC | | 0.76 | RTC | | 0.05 | RTC | | 0.67 | |
| Addl ICU | | -0.66 | Addl ICU | | -0.70 | Addl ICU | | -0.05 | Addl ICU | | -0.67 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.98 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2843 | 557 | 1700 | 2561 | 839 | 1700 | 213 | 1488 | 1700 | 1381 | 319 | Total Saturation |
| 13 | 143 | 28 | 2 | 586 | 192 | 17 | 6 | 42 | 57 | 26 | 6 | Volume |
| 0.01 | 0.05 | 0.05 | 0.00 | 0.23 | 0.23 | 0.01 | 0.03 | 0.03 | 0.03 | 0.02 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.23 | V/C | | 0.03 | V/C | | 0.03 | 0.298 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.23 | RTOG | | 0.03 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.04 | RTOR | | 0.01 | RTOR | | 0.19 | |
| RTC | | 0.26 | RTC | | 0.26 | RTC | | 0.03 | RTC | | 0.19 | |
| Addl ICU | | -0.21 | Addl ICU | | -0.03 | Addl ICU | | -0.01 | Addl ICU | | -0.17 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.35 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 907 | 793 | 0 | 1693 | 7 | 850 | 1693 | 7 | 850 | 1700 | 0 | Total Saturation |
| 1 | 16 | 14 | 0 | 231 | 1 | 1 | 231 | 1 | 28 | 461 | 0 | Volume |
| 0.00 | 0.02 | 0.02 | 0.00 | 0.14 | 0.14 | 0.00 | 0.14 | 0.14 | 0.03 | 0.27 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.14 | V/C | | 0.00 | V/C | | 0.27 | 0.410 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.14 | RTOG | | 0.14 | RTOG | | 0.24 | RTOG | | 0.27 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.12 | |
| RTC | | 0.24 | RTC | | 0.14 | RTC | | 0.24 | RTC | | 0.36 | |
| Addl ICU | | -0.22 | Addl ICU | | 0.00 | Addl ICU | | -0.10 | Addl ICU | | -0.36 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.46 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 65 | 0 | 58 | 0 | 0 | 0 | 0 | 1894 | 66 | 61 | 2002 | 0 | Volume |
| 0.04 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.04 | 0.04 | 0.39 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.37 | V/C | | 0.04 | 0.445 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | -0.04 | RTOG | | 0.37 | RTOG | | 0.41 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.01 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.07 | RTC | | -0.03 | RTC | | 0.40 | RTC | | 0.44 | |
| Addl ICU | | -0.03 | Addl ICU | | 0.03 | Addl ICU | | -0.36 | Addl ICU | | -0.44 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.50 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 8 | 29 | 0 | 0 | 106 | 150 | 14 | 0 | 20 | 0 | 0 | 0 | Volume |
| 0.00 | 0.02 | 0.00 | 0.00 | 0.06 | 0.09 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.01 | V/C | | 0.00 | 0.075 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.06 | RTOG | | 0.01 | RTOG | | -0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.05 | |
| RTC | | 0.07 | RTC | | 0.07 | RTC | | 0.01 | RTC | | 0.03 | |
| Addl ICU | | -0.07 | Addl ICU | | 0.02 | Addl ICU | | 0.00 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.02 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.15 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 37 | 1663 | 0 | 0 | 1662 | 38 | Total Saturation |
| 0 | 0 | 0 | 31 | 0 | 41 | 5 | 223 | 0 | 0 | 392 | 9 | Volume |
| 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.05 | 0.13 | 0.13 | 0.00 | 0.00 | 0.24 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.04 | V/C | | 0.13 | V/C | | 0.24 | 0.406 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.04 | RTOG | | 0.04 | RTOG | | 0.37 | RTOG | | 0.24 | Right Turn Adjustment |
| RTOR | | 0.24 | RTOR | | 0.13 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.14 | RTC | | 0.14 | RTC | | 0.40 | RTC | | 0.26 | |
| Addl ICU | | -0.14 | Addl ICU | | -0.09 | Addl ICU | | -0.40 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.46 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 3 | 13 | 264 | 0 | 0 | 362 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.16 | 0.00 | 0.00 | 0.21 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.21 | 0.221 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.22 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.05 | RTC | | 0.01 | RTC | | 0.22 | RTC | | 0.21 | |
| Addl ICU | | -0.05 | Addl ICU | | 0.00 | Addl ICU | | -0.22 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 58 | 8 | 67 | 172 | 33 | 145 | 37 | 2317 | 64 | 54 | 2003 | 24 | Volume |
| 0.03 | 0.00 | 0.04 | 0.10 | 0.02 | 0.09 | 0.02 | 0.45 | 0.04 | 0.03 | 0.39 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.10 | V/C | | 0.45 | V/C | | 0.03 | 0.592 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.07 | RTOG | | 0.45 | RTOG | | 0.46 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.10 | |
| RTC | | 0.03 | RTC | | 0.14 | RTC | | 0.52 | RTC | | 0.54 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.06 | Addl ICU | | -0.48 | Addl ICU | | -0.53 | |
| | | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.65 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 0 | 1700 | 1425 | 275 | 0 | 1700 | 0 | Total Saturation |
| 22 | 101 | 0 | 0 | 109 | 0 | 8 | 212 | 41 | 0 | 339 | 0 | Volume |
| 0.01 | 0.06 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.15 | 0.15 | 0.00 | 0.20 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.01 | V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.20 | 0.281 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | 0.06 | RTOG | | 0.20 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.00 | RTOR | | 0.01 | RTOR | | 0.02 | |
| RTC | | 0.12 | RTC | | 0.07 | RTC | | 0.21 | RTC | | 0.21 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.07 | Addl ICU | | -0.07 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.33 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1031 | 669 | 1700 | 1700 | 1700 | 1700 | 3255 | 145 | 1700 | 3400 | 1700 | Total Saturation |
| 102 | 37 | 24 | 124 | 58 | 562 | 148 | 830 | 37 | 12 | 1059 | 35 | Volume |
| 0.06 | 0.04 | 0.04 | 0.07 | 0.03 | 0.33 | 0.09 | 0.26 | 0.26 | 0.01 | 0.31 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.04 | | V/C | 0.07 | | V/C | 0.09 | | V/C | 0.31 | | 0.507 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | 0.05 | | RTOG | 0.39 | | RTOG | 0.31 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.09 | | RTOR | 0.07 | | RTOR | 0.07 | | |
| RTC | 0.14 | | RTC | 0.11 | | RTC | 0.45 | | RTC | 0.37 | | |
| Addl ICU | -0.11 | | Addl ICU | 0.22 | | Addl ICU | -0.19 | | Addl ICU | -0.35 | | |
| | 0.00 | | | 0.22 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 1700 | 1700 | 425 | 1275 | 1700 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 0 | 15 | 195 | 156 | 17 | 51 | 28 | 2746 | 0 | 152 | 2172 | 51 | Volume |
| 0.00 | 0.01 | 0.11 | 0.09 | 0.04 | 0.04 | 0.02 | 0.54 | 0.00 | 0.04 | 0.43 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.09 | V/C | | 0.54 | V/C | | 0.04 | 0.684 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.10 | RTOG | | 0.54 | RTOG | | 0.57 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.16 | RTOR | | 0.06 | RTOR | | 0.09 | |
| RTC | | 0.04 | RTC | | 0.22 | RTC | | 0.58 | RTC | | 0.64 | |
| Addl ICU | | 0.07 | Addl ICU | | -0.18 | Addl ICU | | -0.58 | Addl ICU | | -0.61 | |
| | | 0.07 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.81 | | | | | | | | | | | | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2035 – NO PROJECT
2012 MODIFIED PROJECT OPTION 2
PM PEAK HOUR**

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Impact Analysis Report
 Level Of Service

| Intersection | Base | | Future | | Change in | |
|-------------------------------------|-------------|----------------|-------------|----------------|--------------|-----|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | | |
| #282 Jeffrey Rd & Portola Pkwy | B | xxxxxx 0.657 | B | xxxxxx 0.657 | + 0.000 | V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxxx 0.918 | E | xxxxxx 0.918 | + 0.000 | V/C |
| #284 Jeffrey Rd & Bryan Ave | C | xxxxxx 0.751 | C | xxxxxx 0.751 | + 0.000 | V/C |
| #285 Jeffrey Rd & Trabuco Rd | D | xxxxxx 0.880 | D | xxxxxx 0.880 | + 0.000 | V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx 0.597 | A | xxxxxx 0.597 | + 0.000 | V/C |
| #301 Sand Canyon Ave & Irvine Blvd | C | xxxxxx 0.787 | C | xxxxxx 0.787 | + 0.000 | V/C |
| #302 Sand Canyon Ave & Trabuco Rd | E | xxxxxx 0.903 | E | xxxxxx 0.903 | + 0.000 | V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | C | 33.3 0.963 | C | 33.3 0.963 | + 0.000 | D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 18.7 0.863 | B | 18.7 0.863 | + 0.000 | D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxxx 1.144 | F | xxxxxx 1.144 | + 0.000 | V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | A | 8.4 0.590 | A | 8.4 0.590 | + 0.000 | D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 11.1 0.769 | B | 11.1 0.769 | + 0.000 | D/V |
| #338 Alton Pkwy & Irvine Blvd | F | xxxxxx 1.011 | F | xxxxxx 1.011 | + 0.000 | V/C |
| #339 Alton Pkwy & Toledo Wy | B | xxxxxx 0.695 | B | xxxxxx 0.695 | + 0.000 | V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx 0.592 | A | xxxxxx 0.592 | + 0.000 | V/C |
| #341 Alton Pkwy & Barranca Pkwy | C | xxxxxx 0.796 | C | xxxxxx 0.796 | + 0.000 | V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | A | 6.7 0.614 | A | 6.7 0.614 | + 0.000 | D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 24.8 0.900 | C | 24.8 0.900 | + 0.000 | D/V |
| #444 Sand Canyon Ave & Burt Rd | E | xxxxxx 0.930 | E | xxxxxx 0.930 | + 0.000 | V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 13.6 0.544 | B | 13.6 0.544 | + 0.000 | D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | C | 20.7 0.602 | C | 20.7 0.602 | + 0.000 | D/V |
| #556 Ridge Valley & Portola Pkwy | C | xxxxxx 0.714 | C | xxxxxx 0.714 | + 0.000 | V/C |
| #557 "O" St & "C" St | A | 2.8 0.261 | A | 2.8 0.261 | + 0.000 | V/C |

IUSD High School #5 TIA
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| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-----------|-------------|-----------|--------------|
| | Del/ LOS | V/ Veh | Del/ LOS | V/ Veh | |
| #558 "O" St & Irvine Blvd | D xxxxx | 0.815 | D xxxxx | 0.815 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | C xxxxx | 0.709 | C xxxxx | 0.709 | + 0.000 V/C |
| #560 "O" St & Marine Wy | C xxxxx | 0.721 | C xxxxx | 0.721 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | C xxxxx | 0.720 | C xxxxx | 0.720 | + 0.000 V/C |
| #566 Marine Wy & Barranca Pkwy | B xxxxx | 0.651 | B xxxxx | 0.651 | + 0.000 V/C |
| #567 Marine Wy & Alton Pkwy | B xxxxx | 0.642 | B xxxxx | 0.642 | + 0.000 V/C |
| #569 Bake Pkwy & Marine Wy | D xxxxx | 0.830 | D xxxxx | 0.830 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | A xxxxx | 0.523 | A xxxxx | 0.523 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | C xxxxx | 0.798 | C xxxxx | 0.798 | + 0.000 V/C |
| #603 "O" St & "LN" St | A xxxxx | 0.322 | A xxxxx | 0.322 | + 0.000 V/C |
| #605 "O" St & "LQ" St | A 3.1 | 0.420 | A 3.1 | 0.420 | + 0.000 V/C |
| #608 "O" St & "LV" St | A xxxxx | 0.370 | A xxxxx | 0.370 | + 0.000 V/C |
| #626 "LY" St & "LQ" St | A 4.8 | 0.380 | A 4.8 | 0.380 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | B xxxxx | 0.615 | B xxxxx | 0.615 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A 10.0 | 0.103 | A 10.0 | 0.103 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A 4.4 | 0.366 | A 4.4 | 0.366 | + 0.000 V/C |
| #787 "Z" St & "LQ" St | A 9.9 | 0.025 | A 9.9 | 0.025 | + 0.000 D/V |
| #790 "Z" St & Irvine Blvd | C xxxxx | 0.774 | C xxxxx | 0.774 | + 0.000 V/C |
| #798 "B" St & "LQ" St | A xxxxx | 0.398 | A xxxxx | 0.398 | + 0.000 V/C |
| #799 "B" St & Marine Wy | D xxxxx | 0.827 | D xxxxx | 0.827 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D xxxxx | 0.807 | D xxxxx | 0.807 | + 0.000 V/C |

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Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|----|------------|---|----|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 68 | 173 | 0 | 0 | 134 | 16 | 31 | 0 | 95 | 0 | 0 | 0 | 0 | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 10.0 | | | xxxxxx | | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=126]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=517]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|----|------------|---|-----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 68 | 173 | | 0 | 0 | 0 | 134 | 16 | | | 31 | 0 | 95 | | | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | | | | | | | | | | | 391 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 126 | | | | | | | | | |
| Minor Approach Volume Threshold: | 778 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 31 | 387 | 0 | 0 | 0 | 0 | 308 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | | 9.9 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=1]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=727]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 31 | 387 | 0 | 0 | 0 | 0 | 308 | 0 | 0 | 0 |
| Major Street Volume: | | | | | 726 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 1 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 395 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.657 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 33 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 740 | 31 | 74 | 128 | 67 | 41 | 131 | 1217 | 437 | 315 | 867 | 31 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 740 | 31 | 74 | 128 | 67 | 41 | 131 | 1217 | 437 | 315 | 867 | 31 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 740 | 31 | 0 | 128 | 67 | 41 | 131 | 1217 | 437 | 315 | 867 | 31 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 740 | 31 | 0 | 128 | 67 | 41 | 131 | 1217 | 437 | 315 | 867 | 31 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 740 | 31 | 0 | 128 | 67 | 41 | 131 | 1217 | 437 | 315 | 867 | 31 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.90 | 0.10 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 4924 | 176 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.22 | 0.02 | 0.00 | 0.08 | 0.04 | 0.02 | 0.08 | 0.24 | 0.26 | 0.09 | 0.18 | 0.18 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.918
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 99 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 434 | 805 | 425 | 239 | 433 | 159 | 101 | 1555 | 277 | 299 | 2076 | 374 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 434 | 805 | 425 | 239 | 433 | 159 | 101 | 1555 | 277 | 299 | 2076 | 374 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 434 | 805 | 0 | 239 | 433 | 159 | 101 | 1555 | 277 | 299 | 2076 | 374 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 434 | 805 | 0 | 239 | 433 | 159 | 101 | 1555 | 277 | 299 | 2076 | 374 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 434 | 805 | 0 | 239 | 433 | 159 | 101 | 1555 | 277 | 299 | 2076 | 374 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.55 | 0.45 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4329 | 771 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.16 | 0.00 | 0.07 | 0.08 | 0.09 | 0.03 | 0.36 | 0.36 | 0.09 | 0.61 | 0.22 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.751
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | |
| Rights: | Include | | | Include | | | Include | | | WideBypass | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 391 | 1279 | 428 | 68 | 696 | 253 | 254 | 265 | 255 | 223 | 239 | 95 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 391 | 1279 | 428 | 68 | 696 | 253 | 254 | 265 | 255 | 223 | 239 | 95 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 391 | 1279 | 428 | 68 | 696 | 253 | 254 | 265 | 255 | 223 | 239 | 95 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 391 | 1279 | 428 | 68 | 696 | 253 | 254 | 265 | 255 | 223 | 239 | 95 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 391 | 1279 | 428 | 68 | 696 | 253 | 254 | 265 | 255 | 223 | 239 | 95 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.25 | 0.75 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.72 | 0.28 |
| Final Sat.: | 3400 | 3821 | 1279 | 3400 | 5100 | 1700 | 1700 | 1700 | 1700 | 3400 | 1216 | 484 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.12 | 0.33 | 0.33 | 0.02 | 0.14 | 0.15 | 0.15 | 0.16 | 0.15 | 0.07 | 0.20 | 0.20 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.880
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 76 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 240 | 1938 | 506 | 101 | 952 | 156 | 396 | 720 | 166 | 255 | 695 | 276 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 240 | 1938 | 506 | 101 | 952 | 156 | 396 | 720 | 166 | 255 | 695 | 276 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 240 | 1938 | 506 | 101 | 952 | 156 | 396 | 720 | 166 | 255 | 695 | 276 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 240 | 1938 | 506 | 101 | 952 | 156 | 396 | 720 | 166 | 255 | 695 | 276 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 240 | 1938 | 506 | 101 | 952 | 156 | 396 | 720 | 166 | 255 | 695 | 276 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.38 | 0.62 | 2.00 | 4.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 4044 | 1056 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.48 | 0.48 | 0.03 | 0.14 | 0.09 | 0.12 | 0.21 | 0.10 | 0.08 | 0.20 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.597 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 29 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 802 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 278 | 247 | 726 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 802 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 278 | 247 | 726 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 802 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 0 | 247 | 726 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 802 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 0 | 247 | 726 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 802 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 0 | 247 | 726 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.24 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.07 | 0.21 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.787
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 529 | 873 | 491 | 107 | 485 | 200 | 196 | 1268 | 189 | 435 | 1946 | 508 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 529 | 873 | 491 | 107 | 485 | 200 | 196 | 1268 | 189 | 435 | 1946 | 508 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 529 | 873 | 491 | 107 | 485 | 200 | 196 | 1268 | 189 | 435 | 1946 | 508 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 529 | 873 | 491 | 107 | 485 | 200 | 196 | 1268 | 189 | 435 | 1946 | 508 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 529 | 873 | 491 | 107 | 485 | 200 | 196 | 1268 | 189 | 435 | 1946 | 508 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.16 | 0.17 | 0.14 | 0.03 | 0.14 | 0.12 | 0.06 | 0.19 | 0.11 | 0.13 | 0.38 | 0.30 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.903
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 88 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 716 | 2110 | 468 | 387 | 749 | 153 | 204 | 631 | 251 | 413 | 516 | 451 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 716 | 2110 | 468 | 387 | 749 | 153 | 204 | 631 | 251 | 413 | 516 | 451 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 716 | 2110 | 0 | 387 | 749 | 153 | 204 | 631 | 0 | 413 | 516 | 451 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 716 | 2110 | 0 | 387 | 749 | 153 | 204 | 631 | 0 | 413 | 516 | 451 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 716 | 2110 | 0 | 387 | 749 | 153 | 204 | 631 | 0 | 413 | 516 | 451 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.21 | 0.41 | 0.00 | 0.11 | 0.15 | 0.09 | 0.06 | 0.12 | 0.00 | 0.12 | 0.15 | 0.27 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.963
Loss Time (sec): 0 Average Delay (sec/veh): 33.3
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, etc.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 0 Average Delay (sec/veh): 18.7
Optimal Cycle: 167 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.144
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 215 | 1710 | 144 | 637 | 1108 | 210 | 344 | 276 | 92 | 201 | 92 | 1600 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 215 | 1710 | 144 | 637 | 1108 | 210 | 344 | 276 | 92 | 201 | 92 | 1600 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 215 | 1710 | 144 | 637 | 1108 | 210 | 344 | 276 | 92 | 201 | 92 | 1600 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 215 | 1710 | 144 | 637 | 1108 | 210 | 344 | 276 | 92 | 201 | 92 | 1600 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 215 | 1710 | 144 | 637 | 1108 | 210 | 344 | 276 | 92 | 201 | 92 | 1600 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.52 | 0.48 | 2.00 | 0.75 | 0.25 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4287 | 813 | 3400 | 1275 | 425 | 3400 | 1700 | 3400 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.34 | 0.08 | 0.19 | 0.26 | 0.26 | 0.10 | 0.22 | 0.22 | 0.06 | 0.05 | 0.47 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.590
Loss Time (sec): 0 Average Delay (sec/veh): 8.4
Optimal Cycle: 56 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 0 Average Delay (sec/veh): 11.1
Optimal Cycle: 99 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 1.011 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 180 | Level Of Service: | F |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 1 | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 683 | 1361 | 209 | 292 | 711 | 1002 | 851 | 1148 | 319 | 150 | 1905 | 409 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 683 | 1361 | 209 | 292 | 711 | 1002 | 851 | 1148 | 319 | 150 | 1905 | 409 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 683 | 1361 | 0 | 292 | 711 | 0 | 851 | 1148 | 319 | 150 | 1905 | 409 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 683 | 1361 | 0 | 292 | 711 | 0 | 851 | 1148 | 319 | 150 | 1905 | 409 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 683 | 1361 | 0 | 292 | 711 | 0 | 851 | 1148 | 319 | 150 | 1905 | 409 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.13 | 2.87 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3619 | 4881 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.20 | 0.27 | 0.00 | 0.09 | 0.14 | 0.00 | 0.24 | 0.24 | 0.19 | 0.04 | 0.37 | 0.24 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.695
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 37 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 104 | 2095 | 335 | 53 | 1025 | 50 | 34 | 65 | 145 | 136 | 72 | 124 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 104 | 2095 | 335 | 53 | 1025 | 50 | 34 | 65 | 145 | 136 | 72 | 124 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 104 | 2095 | 0 | 53 | 1025 | 50 | 34 | 65 | 145 | 136 | 72 | 124 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 104 | 2095 | 0 | 53 | 1025 | 50 | 34 | 65 | 145 | 136 | 72 | 124 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 104 | 2095 | 0 | 53 | 1025 | 50 | 34 | 65 | 145 | 136 | 72 | 124 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.86 | 0.14 | 1.00 | 0.31 | 0.69 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 4863 | 237 | 1700 | 526 | 1174 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.41 | 0.00 | 0.03 | 0.21 | 0.21 | 0.02 | 0.12 | 0.12 | 0.08 | 0.04 | 0.07 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.796
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 51 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 23 | 1207 | 415 | 142 | 1116 | 687 | 1102 | 520 | 6 | 166 | 353 | 136 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 23 | 1207 | 415 | 142 | 1116 | 687 | 1102 | 520 | 6 | 166 | 353 | 136 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 23 | 1207 | 0 | 142 | 1116 | 0 | 1102 | 520 | 6 | 166 | 353 | 136 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 23 | 1207 | 0 | 142 | 1116 | 0 | 1102 | 520 | 6 | 166 | 353 | 136 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 23 | 1207 | 0 | 142 | 1116 | 0 | 1102 | 520 | 6 | 166 | 353 | 136 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.98 | 0.02 | 2.00 | 1.44 | 0.56 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3361 | 39 | 3400 | 2454 | 946 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.24 | 0.00 | 0.04 | 0.22 | 0.00 | 0.32 | 0.15 | 0.15 | 0.05 | 0.14 | 0.14 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 0 Average Delay (sec/veh): 6.7
Optimal Cycle: 59 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 0 Average Delay (sec/veh): 24.8
Optimal Cycle: 180 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.930
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 108 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 10 | 3582 | 98 | 115 | 1865 | 11 | 46 | 3 | 26 | 53 | 1 | 108 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 3582 | 98 | 115 | 1865 | 11 | 46 | 3 | 26 | 53 | 1 | 108 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 10 | 3582 | 98 | 115 | 1865 | 11 | 46 | 3 | 26 | 53 | 1 | 108 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 10 | 3582 | 98 | 115 | 1865 | 11 | 46 | 3 | 26 | 53 | 1 | 108 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 10 | 3582 | 98 | 115 | 1865 | 11 | 46 | 3 | 26 | 53 | 1 | 108 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.92 | 0.08 | 1.00 | 3.00 | 1.00 | 1.00 | 0.10 | 0.90 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 4964 | 136 | 1700 | 5100 | 1700 | 1700 | 176 | 1524 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.72 | 0.72 | 0.07 | 0.37 | 0.01 | 0.03 | 0.02 | 0.02 | 0.03 | 0.00 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 0 Average Delay (sec/veh): 13.6
Optimal Cycle: 50 Level Of Service: B

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 0 Average Delay (sec/veh): 20.7
Optimal Cycle: 57 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 rows and 13 columns. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 5 rows and 13 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 11 rows and 13 columns. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.714 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 39 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | WideBypass | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 177 | 102 | 289 | 24 | 64 | 18 | 9 | 1053 | 187 | 94 | 633 | 81 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 177 | 102 | 289 | 24 | 64 | 18 | 9 | 1053 | 187 | 94 | 633 | 81 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 177 | 102 | 289 | 24 | 64 | 18 | 9 | 1053 | 187 | 94 | 633 | 81 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 177 | 102 | 289 | 24 | 64 | 18 | 9 | 1053 | 187 | 94 | 633 | 81 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 177 | 102 | 289 | 24 | 64 | 18 | 9 | 1053 | 187 | 94 | 633 | 81 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.26 | 0.74 | 1.00 | 1.56 | 0.44 | 1.00 | 1.70 | 0.30 | 1.00 | 1.77 | 0.23 |
| Final Sat.: | 1700 | 443 | 1257 | 1700 | 2654 | 746 | 1700 | 2887 | 513 | 1700 | 3014 | 386 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.23 | 0.23 | 0.01 | 0.02 | 0.02 | 0.01 | 0.36 | 0.36 | 0.06 | 0.21 | 0.21 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 53 | 342 | 1 | 75 | 217 | 76 | 113 | 31 | 127 | 4 | 23 | 100 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 53 | 342 | 1 | 75 | 217 | 76 | 113 | 31 | 127 | 4 | 23 | 100 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 53 | 342 | 1 | 75 | 217 | 76 | 113 | 31 | 127 | 4 | 23 | 100 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 53 | 342 | 1 | 75 | 217 | 76 | 113 | 31 | 127 | 4 | 23 | 100 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 53 | 342 | 1 | 75 | 217 | 76 | 113 | 31 | 127 | 4 | 23 | 100 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|---|----|-----|----|-----|----|-----|---|----|-----|
| AutoPCE: | 53 | 342 | 1 | 75 | 217 | 76 | 113 | 31 | 127 | 4 | 23 | 100 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 53 | 342 | 1 | 75 | 217 | 76 | 113 | 31 | 127 | 4 | 23 | 100 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 219 | 80 | 296 | 508 |
| MaxVolume: | 2266 | 2366 | 1040 | 926 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2266 | 2366 | 1040 | 926 |
| ApproachVol: | 396 | 368 | 271 | 127 |
| ApproachV/C: | 0.17 | 0.16 | 0.26 | 0.14 |
| ApproachDel: | 1.9 | 1.8 | 4.7 | 4.5 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.6 | 0.6 | 1.0 | 0.5 |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 55 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 3 | 2 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 234 | 250 | 106 | 130 | 116 | 290 | 421 | 1587 | 173 | 105 | 2345 | 271 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 234 | 250 | 106 | 130 | 116 | 290 | 421 | 1587 | 173 | 105 | 2345 | 271 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 234 | 250 | 106 | 130 | 116 | 0 | 421 | 1587 | 173 | 105 | 2345 | 271 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 234 | 250 | 106 | 130 | 116 | 0 | 421 | 1587 | 173 | 105 | 2345 | 271 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 234 | 250 | 106 | 130 | 116 | 0 | 421 | 1587 | 173 | 105 | 2345 | 271 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.40 | 0.60 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 2388 | 1012 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.10 | 0.10 | 0.08 | 0.03 | 0.00 | 0.12 | 0.31 | 0.10 | 0.03 | 0.46 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 38 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 457 | 392 | 36 | 48 | 280 | 623 | 779 | 607 | 386 | 24 | 493 | 46 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 457 | 392 | 36 | 48 | 280 | 623 | 779 | 607 | 386 | 24 | 493 | 46 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 457 | 392 | 36 | 48 | 280 | 623 | 779 | 607 | 386 | 24 | 493 | 46 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 457 | 392 | 36 | 48 | 280 | 623 | 779 | 607 | 386 | 24 | 493 | 46 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 457 | 392 | 36 | 48 | 280 | 623 | 779 | 607 | 386 | 24 | 493 | 46 |
| OvlAdjVol: | | | | | | 233 | | | 158 | | | |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.83 | 0.17 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.83 | 0.17 |
| Final Sat.: | 3400 | 3114 | 286 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3110 | 290 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.13 | 0.13 | 0.03 | 0.08 | 0.37 | 0.23 | 0.18 | 0.23 | 0.01 | 0.16 | 0.16 |
| OvlAdjV/S: | | | | | | 0.14 | | | 0.09 | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 416 | 0 | 306 | 310 | 1031 | 0 | 0 | 1051 | 433 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 416 | 0 | 306 | 310 | 1031 | 0 | 0 | 1051 | 433 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 416 | 0 | 306 | 310 | 1031 | 0 | 0 | 1051 | 433 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 416 | 0 | 306 | 310 | 1031 | 0 | 0 | 1051 | 433 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 416 | 0 | 306 | 310 | 1031 | 0 | 0 | 1051 | 433 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.18 | 0.18 | 0.30 | 0.00 | 0.00 | 0.31 | 0.25 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.720
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 111 | 0 | 83 | 0 | 0 | 0 | 0 | 1908 | 87 | 90 | 3072 | 11 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 111 | 0 | 83 | 0 | 0 | 0 | 0 | 1908 | 87 | 90 | 3072 | 11 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 111 | 0 | 83 | 0 | 0 | 0 | 0 | 1908 | 87 | 90 | 3072 | 11 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 111 | 0 | 83 | 0 | 0 | 0 | 0 | 1908 | 87 | 90 | 3072 | 11 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 111 | 0 | 83 | 0 | 0 | 0 | 0 | 1908 | 87 | 90 | 3072 | 11 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.99 | 0.01 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5082 | 18 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.05 | 0.05 | 0.60 | 0.60 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 107 | 500 | 126 | 333 | 371 | 289 | 478 | 1091 | 135 | 97 | 699 | 366 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 107 | 500 | 126 | 333 | 371 | 289 | 478 | 1091 | 135 | 97 | 699 | 366 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 107 | 500 | 126 | 333 | 371 | 289 | 478 | 1091 | 135 | 97 | 699 | 366 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 107 | 500 | 126 | 333 | 371 | 289 | 478 | 1091 | 135 | 97 | 699 | 366 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 107 | 500 | 126 | 333 | 371 | 289 | 478 | 1091 | 135 | 97 | 699 | 366 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.15 | 0.07 | 0.10 | 0.11 | 0.17 | 0.14 | 0.32 | 0.08 | 0.03 | 0.21 | 0.22 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.642
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 464 | 427 | 225 | 122 | 443 | 241 | 276 | 1293 | 534 | 206 | 1025 | 103 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 464 | 427 | 225 | 122 | 443 | 241 | 276 | 1293 | 534 | 206 | 1025 | 103 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 464 | 427 | 225 | 122 | 443 | 241 | 276 | 1293 | 0 | 206 | 1025 | 103 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 464 | 427 | 225 | 122 | 443 | 241 | 276 | 1293 | 0 | 206 | 1025 | 103 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 464 | 427 | 225 | 122 | 443 | 241 | 276 | 1293 | 0 | 206 | 1025 | 103 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.14 | 0.13 | 0.13 | 0.07 | 0.13 | 0.14 | 0.08 | 0.25 | 0.00 | 0.06 | 0.20 | 0.06 |
| Crit Moves: | **** | | | | | **** | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.830 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 59 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 539 | 3013 | 0 | 0 | 2940 | 327 | 533 | 43 | 783 | 24 | 25 | 16 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 539 | 3013 | 0 | 0 | 2940 | 327 | 533 | 43 | 783 | 24 | 25 | 16 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 539 | 3013 | 0 | 0 | 2940 | 327 | 533 | 43 | 783 | 24 | 25 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 539 | 3013 | 0 | 0 | 2940 | 327 | 533 | 43 | 783 | 24 | 25 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 539 | 3013 | 0 | 0 | 2940 | 327 | 533 | 43 | 783 | 24 | 25 | 16 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 4.00 | 1.00 | 1.00 | 4.50 | 0.50 | 2.00 | 1.00 | 2.00 | 2.00 | 1.22 | 0.78 |
| Final Sat.: | 3400 | 6800 | 1700 | 1700 | 7649 | 851 | 3400 | 1700 | 3400 | 3400 | 2073 | 1327 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.16 | 0.44 | 0.00 | 0.00 | 0.38 | 0.38 | 0.16 | 0.03 | 0.23 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 349 | 23 | 83 | 25 | 70 | 110 | 24 | 968 | 299 | 36 | 472 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 349 | 23 | 83 | 25 | 70 | 110 | 24 | 968 | 299 | 36 | 472 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 349 | 23 | 83 | 25 | 70 | 110 | 24 | 968 | 299 | 36 | 472 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 349 | 23 | 83 | 25 | 70 | 110 | 24 | 968 | 299 | 36 | 472 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 349 | 23 | 83 | 25 | 70 | 110 | 24 | 968 | 299 | 36 | 472 | 4 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.22 | 0.78 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.98 | 0.02 |
| Final Sat.: | 3400 | 369 | 1331 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3371 | 29 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.06 | 0.06 | 0.01 | 0.04 | 0.06 | 0.01 | 0.28 | 0.18 | 0.02 | 0.14 | 0.14 |
| Crit Moves: | **** | | | | | **** | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 52 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 66 | 88 | 128 | 270 | 82 | 141 | 141 | 1718 | 60 | 159 | 2524 | 361 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 66 | 88 | 128 | 270 | 82 | 141 | 141 | 1718 | 60 | 159 | 2524 | 361 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 66 | 88 | 128 | 270 | 82 | 141 | 141 | 1718 | 60 | 159 | 2524 | 361 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 66 | 88 | 128 | 270 | 82 | 141 | 141 | 1718 | 60 | 159 | 2524 | 361 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 66 | 88 | 128 | 270 | 82 | 141 | 141 | 1718 | 60 | 159 | 2524 | 361 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.37 | 0.63 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 625 | 1075 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.05 | 0.08 | 0.08 | 0.13 | 0.13 | 0.08 | 0.34 | 0.04 | 0.09 | 0.49 | 0.21 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.322
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 18 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 56 | 426 | 200 | 3 | 335 | 14 | 10 | 14 | 37 | 96 | 16 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 56 | 426 | 200 | 3 | 335 | 14 | 10 | 14 | 37 | 96 | 16 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 56 | 426 | 200 | 3 | 335 | 14 | 10 | 14 | 37 | 96 | 16 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 56 | 426 | 200 | 3 | 335 | 14 | 10 | 14 | 37 | 96 | 16 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 56 | 426 | 200 | 3 | 335 | 14 | 10 | 14 | 37 | 96 | 16 | 2 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.36 | 0.64 | 1.00 | 1.92 | 0.08 | 1.00 | 0.27 | 0.73 | 1.00 | 0.89 | 0.11 |
| Final Sat.: | 1700 | 2314 | 1086 | 1700 | 3264 | 136 | 1700 | 467 | 1233 | 1700 | 1511 | 189 |

-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.18 | 0.18 | 0.00 | 0.10 | 0.10 | 0.01 | 0.03 | 0.03 | 0.06 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.1 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 719 | 259 | 1 | 490 | 22 | 29 | 100 | 28 | 162 | 54 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 719 | 259 | 1 | 490 | 22 | 29 | 100 | 28 | 162 | 54 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 719 | 259 | 1 | 490 | 22 | 29 | 100 | 28 | 162 | 54 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 719 | 259 | 1 | 490 | 22 | 29 | 100 | 28 | 162 | 54 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 719 | 259 | 1 | 490 | 22 | 29 | 100 | 28 | 162 | 54 | 2 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|-----|---|-----|----|----|-----|----|-----|----|---|
| AutoPCE: | 0 | 719 | 259 | 1 | 490 | 22 | 29 | 100 | 28 | 162 | 54 | 2 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 719 | 259 | 1 | 490 | 22 | 29 | 100 | 28 | 162 | 54 | 2 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 130 | 216 | 653 | 748 |
| MaxVolume: | 2330 | 2268 | 847 | 796 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2330 | 2268 | 847 | 796 |
| ApproachVol: | 978 | 513 | 157 | 218 |
| ApproachV/C: | 0.42 | 0.23 | 0.19 | 0.27 |
| ApproachDel: | 2.7 | 2.1 | 5.2 | 6.2 |
| ApproachLOS: | A | A | A | A |
| Queue: | 2.1 | 0.9 | 0.7 | 1.1 |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.370
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 145 | 51 | 0 | 86 | 1 | 2 | 423 | 2 | 57 | 277 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 145 | 51 | 0 | 86 | 1 | 2 | 423 | 2 | 57 | 277 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 145 | 51 | 0 | 86 | 1 | 2 | 423 | 2 | 57 | 277 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 145 | 51 | 0 | 86 | 1 | 2 | 423 | 2 | 57 | 277 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 145 | 51 | 0 | 86 | 1 | 2 | 423 | 2 | 57 | 277 | 0 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|----|---|----|---|---|-----|---|----|-----|---|
| AutoPCE: | 1 | 145 | 51 | 0 | 86 | 1 | 2 | 423 | 2 | 57 | 277 | 0 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 145 | 51 | 0 | 86 | 1 | 2 | 423 | 2 | 57 | 277 | 0 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 425 | 335 | 143 | 148 |
| MaxVolume: | 971 | 1019 | 1123 | 1120 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 971 | 1019 | 1123 | 1120 |
| ApproachVol: | 197 | 87 | 427 | 334 |
| ApproachV/C: | 0.20 | 0.09 | 0.38 | 0.30 |
| ApproachDel: | 4.7 | 3.9 | 5.2 | 4.6 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.8 | 0.3 | 1.8 | 1.3 |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 84 | 0 | 86 | 0 | 0 | 0 | 0 | 1772 | 59 | 90 | 2632 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 84 | 0 | 86 | 0 | 0 | 0 | 0 | 1772 | 59 | 90 | 2632 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 84 | 0 | 86 | 0 | 0 | 0 | 0 | 1772 | 59 | 90 | 2632 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 84 | 0 | 86 | 0 | 0 | 0 | 0 | 1772 | 59 | 90 | 2632 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 84 | 0 | 86 | 0 | 0 | 0 | 0 | 1772 | 59 | 90 | 2632 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.03 | 0.05 | 0.52 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: A[10.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustment factors for each bound.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time for each bound.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, and volume/capacity ratio.

Level of Service Module: Table with 12 columns showing delay, LOS by movement, and shared queue/LOS values.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.4 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 19 | 0 | 47 | 8 | 427 | 0 | 0 | 269 | 32 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 19 | 0 | 47 | 8 | 427 | 0 | 0 | 269 | 32 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 19 | 0 | 47 | 8 | 427 | 0 | 0 | 269 | 32 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 19 | 0 | 47 | 8 | 427 | 0 | 0 | 269 | 32 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 19 | 0 | 47 | 8 | 427 | 0 | 0 | 269 | 32 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|----|---|----|---|-----|---|---|-----|----|
| AutoPCE: | 0 | 0 | 0 | 19 | 0 | 47 | 8 | 427 | 0 | 0 | 269 | 32 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 19 | 0 | 47 | 8 | 427 | 0 | 0 | 269 | 32 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 454 | 269 | 19 | 8 |
| MaxVolume: | xxxxxx | 1055 | 1190 | 1196 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1055 | 1190 | 1196 |
| ApproachVol: | xxxxxx | 66 | 435 | 301 |
| ApproachV/C: | 1.00 | 0.06 | 0.37 | 0.25 |
| ApproachDel: | xxxxxx | 3.6 | 4.8 | 4.0 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.2 | 1.7 | 1.0 |

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.9]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0-1).

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for approaches (North, South, East, West).

Critical Gap Module: Table with 12 columns for critical gap components (Critical Gp, FollowUpTim) and 4 columns for approaches (North, South, East, West).

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for approaches (North, South, East, West).

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for approaches (North, South, East, West).

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, etc.

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.398
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 20 Level Of Service: A

| Street Name: | "B" St | | | | | | "LQ" St | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 38 | 128 | 0 | 0 | 154 | 15 | 1 | 356 | 28 | 0 | 253 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 38 | 128 | 0 | 0 | 154 | 15 | 1 | 356 | 28 | 0 | 253 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 38 | 128 | 0 | 0 | 154 | 15 | 1 | 356 | 28 | 0 | 253 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 38 | 128 | 0 | 0 | 154 | 15 | 1 | 356 | 28 | 0 | 253 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 38 | 128 | 0 | 0 | 154 | 15 | 1 | 356 | 28 | 0 | 253 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 0.00 | 1.00 | 0.91 | 0.09 | 1.00 | 0.93 | 0.07 | 1.00 | 1.00 | 0.00 |
| Final Sat.: | 1700 | 1700 | 0 | 1700 | 1549 | 151 | 1700 | 1576 | 124 | 1700 | 1700 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.08 | 0.00 | 0.00 | 0.10 | 0.10 | 0.00 | 0.23 | 0.23 | 0.00 | 0.15 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.827
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 58 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 60 | 57 | 13 | 59 | 53 | 279 | 468 | 971 | 89 | 19 | 1029 | 109 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 60 | 57 | 13 | 59 | 53 | 279 | 468 | 971 | 89 | 19 | 1029 | 109 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 60 | 57 | 13 | 59 | 53 | 279 | 468 | 971 | 89 | 19 | 1029 | 109 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 60 | 57 | 13 | 59 | 53 | 279 | 468 | 971 | 89 | 19 | 1029 | 109 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 60 | 57 | 13 | 59 | 53 | 279 | 468 | 971 | 89 | 19 | 1029 | 109 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.81 | 0.19 | 1.00 | 1.00 | 1.00 | 1.00 | 1.83 | 0.17 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 1384 | 316 | 1700 | 1700 | 1700 | 1700 | 3115 | 285 | 1700 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.04 | 0.04 | 0.03 | 0.03 | 0.16 | 0.28 | 0.31 | 0.31 | 0.01 | 0.30 | 0.06 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 53 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 38 | 42 | 153 | 69 | 20 | 40 | 67 | 2011 | 0 | 181 | 2993 | 177 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 38 | 42 | 153 | 69 | 20 | 40 | 67 | 2011 | 0 | 181 | 2993 | 177 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 38 | 42 | 153 | 69 | 20 | 40 | 67 | 2011 | 0 | 181 | 2993 | 177 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 38 | 42 | 153 | 69 | 20 | 40 | 67 | 2011 | 0 | 181 | 2993 | 177 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 38 | 42 | 153 | 69 | 20 | 40 | 67 | 2011 | 0 | 181 | 2993 | 177 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.67 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 567 | 1133 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.02 | 0.09 | 0.04 | 0.04 | 0.04 | 0.04 | 0.39 | 0.00 | 0.05 | 0.59 | 0.10 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 199 | 0 | 0 | 175 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.12 | 0.00 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.117 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.12 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.12 | RTC | | 0.12 | RTC | | 0.01 | RTC | | 0.00 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.12 | Addl ICU | | -0.01 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.17 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 117 | 0 | 0 | 199 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.07 | 0.00 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.00 | 0.117 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.12 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.05 | |
| RTC | | 0.12 | RTC | | 0.12 | RTC | | 0.00 | RTC | | 0.04 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.12 | Addl ICU | | 0.00 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.17 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 346 | 0 | 0 | 251 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 0.15 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.20 | V/C | | 0.00 | 0.204 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.20 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.04 | RTC | | 0.20 | RTC | | 0.20 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.04 | Addl ICU | | -0.20 | Addl ICU | | -0.20 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.25 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | | | | | | |
|---|------|------|-----------|-----------|------|----------|------|-----------|--------------|-------|------|-----------------------------------|--|-------------|--|-----------------------|--|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | | | | | | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | | | | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | | | | | | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes | | | | | |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 359 | 0 | 0 | 256 | 0 | Volume | | | | | |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.00 | 0.15 | 0.00 | Vol/Sat | | | | | |
| <i>Critical Movements</i> | | | | | | | | | | | | | | | | | |
| Direction | | N/A | | Direction | | N/A | | Direction | | EBT | | Direction | | WBL | | Initial ICU | |
| V/C | | 0.00 | | V/C | | 0.00 | | V/C | | 0.21 | | V/C | | 0.00 | | 0.211 | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | | | | | | |
| RTOG | | 0.00 | | RTOG | | 0.00 | | RTOG | | 0.21 | | RTOG | | 0.21 | | Right Turn Adjustment | |
| RTOR | | 0.00 | | RTOR | | 0.06 | | RTOR | | 0.00 | | RTOR | | 0.00 | | | |
| RTC | | 0.00 | | RTC | | 0.05 | | RTC | | 0.21 | | RTC | | 0.21 | | | |
| Addl ICU | | 0.00 | | Addl ICU | | -0.05 | | Addl ICU | | -0.21 | | Addl ICU | | -0.21 | | | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | | |
| | | | | | | | | | | | | Clearance Interval | | 0.05 | | | |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | | 0.26 | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 349 | 0 | 0 | 265 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.21 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.21 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.205 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.21 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.00 | |
| RTC | | 0.21 | RTC | | 0.21 | RTC | | 0.04 | RTC | | 0.00 | |
| Addl ICU | | -0.21 | Addl ICU | | -0.21 | Addl ICU | | -0.04 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.26 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 290 | 0 | 0 | 275 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.17 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.17 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.171 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.17 | RTOG | | 0.17 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.17 | RTC | | 0.17 | RTC | | 0.01 | RTC | | 0.00 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.17 | Addl ICU | | -0.01 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.22 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 235 | 0 | 0 | 250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.14 | 0.00 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.15 | V/C | | 0.00 | V/C | | 0.00 | 0.147 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.15 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | |
| RTC | | 0.15 | RTC | | 0.15 | RTC | | 0.00 | RTC | | 0.01 | |
| Addl ICU | | -0.15 | Addl ICU | | -0.15 | Addl ICU | | 0.00 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.20 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 740 | 31 | 74 | 128 | 67 | 41 | 131 | 1217 | 437 | 315 | 867 | 31 | Volume |
| 0.22 | 0.02 | 0.00 | 0.08 | 0.04 | 0.02 | 0.08 | 0.24 | 0.26 | 0.09 | 0.17 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.22 | V/C | | 0.04 | V/C | | 0.24 | V/C | | 0.09 | 0.588 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.04 | RTOG | | 0.24 | RTOG | | 0.25 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.16 | RTOR | | 0.22 | RTOR | | 0.24 | |
| RTC | | 0.25 | RTC | | 0.16 | RTC | | 0.40 | RTC | | 0.43 | |
| Addl ICU | | -0.25 | Addl ICU | | -0.14 | Addl ICU | | -0.14 | Addl ICU | | -0.42 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 434 | 805 | 425 | 239 | 433 | 159 | 101 | 1555 | 277 | 299 | 2076 | 374 | Volume |
| 0.13 | 0.16 | 0.00 | 0.07 | 0.08 | 0.09 | 0.03 | 0.30 | 0.16 | 0.09 | 0.41 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.07 | V/C | | 0.03 | V/C | | 0.41 | 0.665 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.10 | RTOG | | 0.35 | RTOG | | 0.41 | Right Turn Adjustment |
| RTOR | | 0.13 | RTOR | | 0.03 | RTOR | | 0.14 | RTOR | | 0.07 | |
| RTC | | 0.26 | RTC | | 0.12 | RTC | | 0.46 | RTC | | 0.46 | |
| Addl ICU | | -0.26 | Addl ICU | | -0.03 | Addl ICU | | -0.29 | Addl ICU | | -0.24 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.71 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 0.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3821 | 1279 | 3400 | 5100 | 1700 | 1700 | 850 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 391 | 1279 | 428 | 68 | 696 | 253 | 254 | 265 | 255 | 223 | 239 | 95 | Volume |
| 0.12 | 0.33 | 0.33 | 0.02 | 0.14 | 0.15 | 0.15 | 0.31 | 0.10 | 0.07 | 0.14 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.33 | V/C | | 0.02 | V/C | | 0.31 | V/C | | 0.07 | 0.732 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.33 | RTOG | | 0.24 | RTOG | | 0.31 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.24 | RTOR | | 0.22 | RTOR | | 0.02 | |
| RTC | | 0.38 | RTC | | 0.42 | RTC | | 0.48 | RTC | | 0.24 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.27 | Addl ICU | | -0.38 | Addl ICU | | -0.19 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 240 | 1938 | 506 | 101 | 952 | 156 | 396 | 720 | 166 | 255 | 695 | 276 | Volume |
| 0.07 | 0.38 | 0.30 | 0.03 | 0.14 | 0.09 | 0.12 | 0.21 | 0.10 | 0.08 | 0.20 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.38 | | V/C | 0.03 | | V/C | 0.12 | | V/C | 0.20 | | 0.731 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.38 | | RTOG | 0.34 | | RTOG | 0.25 | | RTOG | 0.20 | | Right Turn Adjustment |
| RTOR | 0.11 | | RTOR | 0.12 | | RTOR | 0.27 | | RTOR | 0.03 | | |
| RTC | 0.46 | | RTC | 0.43 | | RTC | 0.45 | | RTC | 0.23 | | |
| Addl ICU | -0.16 | | Addl ICU | -0.33 | | Addl ICU | -0.35 | | Addl ICU | -0.06 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 802 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 278 | 247 | 726 | 0 | Volume |
| 0.24 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.07 | 0.21 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.24 | | V/C | 0.00 | | V/C | 0.24 | | V/C | 0.07 | | 0.547 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.24 | | RTOG | -0.24 | | RTOG | 0.24 | | RTOG | 0.31 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.10 | | RTOR | 0.24 | | RTOR | 0.24 | | |
| RTC | 0.29 | | RTC | -0.16 | | RTC | 0.42 | | RTC | 0.49 | | |
| Addl ICU | -0.19 | | Addl ICU | 0.16 | | Addl ICU | -0.42 | | Addl ICU | -0.49 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.60 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 529 | 873 | 491 | 107 | 485 | 200 | 196 | 1268 | 189 | 435 | 1946 | 508 | Volume |
| 0.16 | 0.17 | 0.14 | 0.03 | 0.14 | 0.12 | 0.06 | 0.19 | 0.11 | 0.13 | 0.38 | 0.30 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.16 | | V/C | 0.14 | | V/C | 0.06 | | V/C | 0.38 | | 0.737 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.27 | | RTOG | 0.14 | | RTOG | 0.31 | | RTOG | 0.38 | | Right Turn Adjustment |
| RTOR | 0.25 | | RTOR | 0.06 | | RTOR | 0.16 | | RTOR | 0.13 | | |
| RTC | 0.46 | | RTC | 0.19 | | RTC | 0.43 | | RTC | 0.48 | | |
| Addl ICU | -0.31 | | Addl ICU | -0.07 | | Addl ICU | -0.32 | | Addl ICU | -0.18 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.79 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 716 | 2110 | 468 | 387 | 749 | 153 | 204 | 631 | 251 | 413 | 516 | 451 | Volume |
| 0.21 | 0.41 | 0.00 | 0.11 | 0.15 | 0.09 | 0.06 | 0.12 | 0.00 | 0.12 | 0.10 | 0.27 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.11 | V/C | | 0.12 | V/C | | 0.12 | 0.773 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.32 | RTOG | | 0.12 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.14 | RTOR | | 0.38 | RTOR | | 0.11 | |
| RTC | | 0.50 | RTC | | 0.42 | RTC | | 0.41 | RTC | | 0.27 | |
| Addl ICU | | -0.50 | Addl ICU | | -0.33 | Addl ICU | | -0.41 | Addl ICU | | -0.01 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.82 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 0.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 2363 | 1037 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 696 | 2822 | 1149 | 253 | 1394 | 242 | 360 | 158 | 235 | 631 | 665 | 449 | Volume |
| 0.20 | 0.42 | 0.68 | 0.07 | 0.21 | 0.14 | 0.15 | 0.15 | 0.07 | 0.19 | 0.26 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.42 | | V/C | 0.07 | | V/C | 0.15 | | V/C | 0.26 | | 0.903 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.42 | | RTOG | 0.28 | | RTOG | 0.23 | | RTOG | 0.26 | | Right Turn Adjustment |
| RTOR | 0.26 | | RTOR | 0.15 | | RTOR | 0.28 | | RTOR | 0.07 | | |
| RTC | 0.61 | | RTC | 0.40 | | RTC | 0.44 | | RTC | 0.32 | | |
| Addl ICU | 0.07 | | Addl ICU | -0.26 | | Addl ICU | -0.37 | | Addl ICU | -0.14 | | |
| | 0.07 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 1.02 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 3920 | 260 | 517 | 1738 | 0 | 645 | 0 | 341 | 0 | 0 | 0 | Volume |
| 0.00 | 0.58 | 0.15 | 0.15 | 0.26 | 0.00 | 0.15 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.58 | V/C | | 0.15 | V/C | | 0.15 | V/C | | 0.00 | 0.880 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.58 | RTOG | | 0.73 | RTOG | | 0.15 | RTOG | | -0.15 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.15 | RTOR | | 0.47 | RTOR | | 0.15 | |
| RTC | | 0.69 | RTC | | 0.84 | RTC | | 0.51 | RTC | | -0.04 | |
| Addl ICU | | -0.54 | Addl ICU | | -0.84 | Addl ICU | | -0.37 | Addl ICU | | 0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.93 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4964 | 136 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 10 | 3582 | 98 | 115 | 1865 | 11 | 46 | 3 | 26 | 53 | 1 | 108 | Volume |
| 0.01 | 0.72 | 0.72 | 0.07 | 0.37 | 0.01 | 0.03 | 0.00 | 0.02 | 0.03 | 0.00 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.72 | V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.03 | 0.822 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.72 | RTOG | | 0.78 | RTOG | | 0.00 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.42 | RTOR | | 0.07 | |
| RTC | | 0.74 | RTC | | 0.81 | RTC | | 0.32 | RTC | | 0.06 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.80 | Addl ICU | | -0.30 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.88 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 215 | 1710 | 144 | 637 | 1108 | 210 | 344 | 276 | 92 | 201 | 92 | 1600 | Volume |
| 0.13 | 0.34 | 0.08 | 0.19 | 0.22 | 0.12 | 0.10 | 0.16 | 0.05 | 0.06 | 0.05 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.34 | V/C | | 0.19 | V/C | | 0.16 | V/C | | 0.06 | 0.744 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.34 | RTOG | | 0.40 | RTOG | | 0.16 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.17 | RTOR | | 0.31 | RTOR | | 0.19 | |
| RTC | | 0.38 | RTC | | 0.52 | RTC | | 0.39 | RTC | | 0.26 | |
| Addl ICU | | -0.29 | Addl ICU | | -0.40 | Addl ICU | | -0.34 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.79 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 103 | 0 | 240 | 0 | 1752 | 128 | 159 | 2622 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.07 | 0.00 | 0.26 | 0.08 | 0.09 | 0.51 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.51 | 0.575 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.06 | RTOG | | 0.06 | RTOG | | 0.42 | RTOG | | 0.51 | Right Turn Adjustment |
| RTOR | | 0.26 | RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.06 | |
| RTC | | 0.13 | RTC | | 0.06 | RTC | | 0.47 | RTC | | 0.56 | |
| Addl ICU | | -0.13 | Addl ICU | | 0.01 | Addl ICU | | -0.39 | Addl ICU | | -0.56 | |
| | | 0.00 | | | 0.01 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.63 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4631 | 469 | Total Saturation |
| 183 | 0 | 319 | 0 | 0 | 0 | 0 | 1811 | 215 | 0 | 2654 | 269 | Volume |
| 0.11 | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.53 | 0.00 | 0.00 | 0.57 | 0.57 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.11 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.57 | | 0.681 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.11 | | RTOG | -0.11 | | RTOG | 0.57 | | RTOG | 0.57 | | Right Turn Adjustment |
| RTOR | 0.04 | | RTOR | 0.00 | | RTOR | 0.11 | | RTOR | 0.11 | | |
| RTC | 0.14 | | RTC | -0.11 | | RTC | 0.65 | | RTC | 0.65 | | |
| Addl ICU | 0.05 | | Addl ICU | 0.11 | | Addl ICU | -0.65 | | Addl ICU | -0.08 | | |
| | 0.05 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 683 | 1361 | 209 | 292 | 711 | 1002 | 851 | 1148 | 319 | 150 | 1905 | 409 | Volume |
| 0.20 | 0.27 | 0.00 | 0.09 | 0.14 | 0.00 | 0.17 | 0.23 | 0.19 | 0.04 | 0.37 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.27 | V/C | | 0.09 | V/C | | 0.17 | V/C | | 0.37 | 0.893 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.15 | RTOG | | 0.50 | RTOG | | 0.37 | Right Turn Adjustment |
| RTOR | | 0.32 | RTOR | | 0.17 | RTOR | | 0.21 | RTOR | | 0.09 | |
| RTC | | 0.50 | RTC | | 0.28 | RTC | | 0.66 | RTC | | 0.44 | |
| Addl ICU | | -0.50 | Addl ICU | | -0.28 | Addl ICU | | -0.47 | Addl ICU | | -0.20 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.94 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 4863 | 237 | 1700 | 526 | 1174 | 1700 | 1700 | 1700 | Total Saturation |
| 104 | 2095 | 335 | 53 | 1025 | 50 | 34 | 65 | 145 | 136 | 72 | 124 | Volume |
| 0.06 | 0.41 | 0.00 | 0.03 | 0.21 | 0.21 | 0.02 | 0.12 | 0.12 | 0.08 | 0.04 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.03 | V/C | | 0.12 | V/C | | 0.08 | 0.645 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.38 | RTOG | | 0.12 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.16 | RTOR | | 0.23 | RTOR | | 0.03 | |
| RTC | | 0.47 | RTC | | 0.50 | RTC | | 0.30 | RTC | | 0.21 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.29 | Addl ICU | | -0.17 | Addl ICU | | -0.13 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5075 | 25 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 20 | 2090 | 366 | 75 | 1602 | 8 | 44 | 24 | 138 | 325 | 14 | 135 | Volume |
| 0.01 | 0.41 | 0.00 | 0.02 | 0.32 | 0.32 | 0.03 | 0.01 | 0.00 | 0.10 | 0.01 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.10 | 0.542 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.42 | RTOG | | 0.01 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.10 | RTOR | | 0.12 | RTOR | | 0.02 | |
| RTC | | 0.48 | RTC | | 0.50 | RTC | | 0.10 | RTC | | 0.10 | |
| Addl ICU | | -0.48 | Addl ICU | | -0.18 | Addl ICU | | -0.10 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.59 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2454 | 946 | Total Saturation |
| 23 | 1207 | 415 | 142 | 1116 | 687 | 1102 | 520 | 6 | 166 | 353 | 136 | Volume |
| 0.01 | 0.24 | 0.00 | 0.04 | 0.22 | 0.00 | 0.32 | 0.15 | 0.00 | 0.05 | 0.14 | 0.14 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.24 | V/C | | 0.04 | V/C | | 0.32 | V/C | | 0.14 | 0.746 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.26 | RTOG | | 0.42 | RTOG | | 0.14 | Right Turn Adjustment |
| RTOR | | 0.32 | RTOR | | 0.32 | RTOR | | 0.06 | RTOR | | 0.04 | |
| RTC | | 0.47 | RTC | | 0.51 | RTC | | 0.46 | RTC | | 0.18 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.51 | Addl ICU | | -0.46 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3494 | 1077 | 0 | 1999 | 0 | 0 | 0 | 0 | 143 | 0 | 465 | Volume |
| 0.00 | 0.51 | 0.00 | 0.00 | 0.39 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.51 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.08 | 0.598 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.51 | RTOG | | 0.51 | RTOG | | -0.08 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.08 | RTOR | | 0.12 | RTOR | | 0.00 | |
| RTC | | 0.58 | RTC | | 0.58 | RTC | | 0.01 | RTC | | 0.08 | |
| Addl ICU | | -0.58 | Addl ICU | | -0.58 | Addl ICU | | -0.01 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.66 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 2324 | 0 | 0 | 1363 | 889 | 2374 | 0 | 254 | 0 | 0 | 0 | Volume |
| 0.00 | 0.46 | 0.00 | 0.00 | 0.27 | 0.00 | 0.47 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.46 | V/C | | 0.00 | V/C | | 0.47 | V/C | | 0.00 | 0.921 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.46 | RTOG | | 0.46 | RTOG | | 0.47 | RTOG | | -0.47 | Right Turn Adjustment |
| RTOR | | 0.47 | RTOR | | 0.47 | RTOR | | 0.19 | RTOR | | 0.00 | |
| RTC | | 0.80 | RTC | | 0.80 | RTC | | 0.61 | RTC | | -0.47 | |
| Addl ICU | | -0.80 | Addl ICU | | -0.80 | Addl ICU | | -0.46 | Addl ICU | | 0.47 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.97 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 193 | 0 | 217 | 0 | 1208 | 363 | 359 | 1335 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.06 | 0.00 | 0.36 | 0.21 | 0.11 | 0.39 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.11 | V/C | | 0.36 | V/C | | 0.11 | 0.574 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.11 | RTOG | | 0.11 | RTOG | | 0.36 | RTOG | | 0.46 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.07 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | -0.03 | RTC | | 0.16 | RTC | | 0.44 | RTC | | 0.55 | |
| Addl ICU | | 0.03 | Addl ICU | | -0.10 | Addl ICU | | -0.23 | Addl ICU | | -0.55 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.62 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 440 | 0 | 583 | 0 | 0 | 0 | 0 | 1188 | 217 | 303 | 1256 | 0 | Volume |
| 0.13 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.18 | 0.37 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.13 | | V/C | 0.00 | | V/C | 0.35 | | V/C | 0.18 | | 0.657 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.13 | | RTOG | -0.13 | | RTOG | 0.35 | | RTOG | 0.53 | | Right Turn Adjustment |
| RTOR | 0.18 | | RTOR | 0.16 | | RTOR | 0.13 | | RTOR | 0.13 | | |
| RTC | 0.26 | | RTC | -0.01 | | RTC | 0.45 | | RTC | 0.62 | | |
| Addl ICU | -0.09 | | Addl ICU | 0.01 | | Addl ICU | -0.45 | | Addl ICU | -0.62 | | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.71 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 177 | 102 | 289 | 24 | 64 | 18 | 9 | 1053 | 187 | 94 | 633 | 81 | Volume |
| 0.10 | 0.06 | 0.17 | 0.01 | 0.02 | 0.01 | 0.01 | 0.31 | 0.11 | 0.06 | 0.19 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.10 | | V/C | 0.02 | | V/C | 0.31 | | V/C | 0.06 | | 0.488 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.11 | | RTOG | 0.02 | | RTOG | 0.31 | | RTOG | 0.36 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.18 | | RTOR | 0.10 | | RTOR | 0.06 | | |
| RTC | 0.15 | | RTC | 0.15 | | RTC | 0.39 | | RTC | 0.41 | | |
| Addl ICU | 0.02 | | Addl ICU | -0.14 | | Addl ICU | -0.28 | | Addl ICU | -0.36 | | |
| | 0.02 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.56 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 334 | 1366 | 850 | 318 | 1382 | Total Saturation |
| 53 | 342 | 1 | 75 | 217 | 76 | 113 | 31 | 127 | 4 | 23 | 100 | Volume |
| 0.06 | 0.20 | 0.00 | 0.09 | 0.13 | 0.09 | 0.13 | 0.09 | 0.09 | 0.00 | 0.07 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.20 | V/C | | 0.09 | V/C | | 0.13 | V/C | | 0.07 | 0.495 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.23 | RTOG | | 0.20 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.13 | RTOR | | 0.16 | RTOR | | 0.09 | |
| RTC | | 0.29 | RTC | | 0.33 | RTC | | 0.32 | RTC | | 0.14 | |
| Addl ICU | | -0.28 | Addl ICU | | -0.24 | Addl ICU | | -0.23 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.54 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 234 | 250 | 106 | 130 | 116 | 290 | 421 | 1587 | 173 | 105 | 2345 | 271 | Volume |
| 0.07 | 0.07 | 0.06 | 0.08 | 0.03 | 0.00 | 0.12 | 0.31 | 0.10 | 0.03 | 0.46 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.08 | V/C | | 0.12 | V/C | | 0.46 | 0.734 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.08 | RTOG | | 0.55 | RTOG | | 0.46 | Right Turn Adjustment |
| RTOR | | 0.27 | RTOR | | 0.12 | RTOR | | 0.12 | RTOR | | 0.08 | |
| RTC | | 0.28 | RTC | | 0.17 | RTC | | 0.64 | RTC | | 0.52 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.17 | Addl ICU | | -0.54 | Addl ICU | | -0.36 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.78 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3114 | 286 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3110 | 290 | Total Saturation |
| 457 | 392 | 36 | 48 | 280 | 623 | 779 | 607 | 386 | 24 | 493 | 46 | Volume |
| 0.13 | 0.13 | 0.13 | 0.03 | 0.08 | 0.37 | 0.23 | 0.18 | 0.23 | 0.01 | 0.16 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.13 | V/C | | 0.08 | V/C | | 0.23 | V/C | | 0.16 | 0.604 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.08 | RTOG | | 0.37 | RTOG | | 0.16 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.23 | RTOR | | 0.13 | RTOR | | 0.09 | |
| RTC | | 0.35 | RTC | | 0.25 | RTC | | 0.47 | RTC | | 0.23 | |
| Addl ICU | | -0.22 | Addl ICU | | 0.11 | Addl ICU | | -0.25 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.11 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 416 | 0 | 306 | 310 | 1031 | 0 | 0 | 1051 | 433 | Volume |
| 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.18 | 0.18 | 0.30 | 0.00 | 0.00 | 0.31 | 0.25 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.18 | V/C | | 0.31 | 0.614 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.12 | RTOG | | 0.12 | RTOG | | 0.49 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.18 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | 0.02 | RTC | | 0.26 | RTC | | 0.58 | RTC | | 0.40 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.08 | Addl ICU | | -0.58 | Addl ICU | | -0.15 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5082 | 18 | Total Saturation |
| 111 | 0 | 83 | 0 | 0 | 0 | 0 | 1908 | 87 | 90 | 3072 | 11 | Volume |
| 0.07 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.05 | 0.05 | 0.60 | 0.60 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.07 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.60 | | 0.670 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.07 | | RTOG | -0.07 | | RTOG | 0.55 | | RTOG | 0.60 | | Right Turn Adjustment |
| RTOR | 0.23 | | RTOR | 0.00 | | RTOR | 0.07 | | RTOR | 0.07 | | |
| RTC | 0.24 | | RTC | -0.07 | | RTC | 0.60 | | RTC | 0.65 | | |
| Addl ICU | -0.19 | | Addl ICU | 0.07 | | Addl ICU | -0.55 | | Addl ICU | -0.05 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.72 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 107 | 500 | 126 | 333 | 371 | 289 | 478 | 1091 | 135 | 97 | 699 | 366 | Volume |
| 0.06 | 0.15 | 0.07 | 0.10 | 0.11 | 0.17 | 0.14 | 0.32 | 0.08 | 0.03 | 0.21 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.15 | V/C | | 0.10 | V/C | | 0.32 | V/C | | 0.03 | 0.594 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.18 | RTOG | | 0.32 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.14 | RTOR | | 0.14 | RTOR | | 0.10 | |
| RTC | | 0.17 | RTC | | 0.29 | RTC | | 0.42 | RTC | | 0.28 | |
| Addl ICU | | -0.09 | Addl ICU | | -0.12 | Addl ICU | | -0.34 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 464 | 427 | 225 | 122 | 443 | 241 | 276 | 1293 | 534 | 206 | 1025 | 103 | Volume |
| 0.14 | 0.13 | 0.13 | 0.07 | 0.13 | 0.14 | 0.08 | 0.25 | 0.00 | 0.06 | 0.20 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.14 | | V/C | 0.13 | | V/C | 0.25 | | V/C | 0.06 | | 0.581 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.20 | | RTOG | 0.13 | | RTOG | 0.25 | | RTOG | 0.23 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.11 | | RTOR | 0.14 | | RTOR | 0.14 | | |
| RTC | 0.24 | | RTC | 0.22 | | RTC | 0.36 | | RTC | 0.34 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.07 | | Addl ICU | -0.36 | | Addl ICU | -0.28 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 0 | 0 | 7649 | 851 | 3400 | 1700 | 3400 | 3400 | 2073 | 1327 | Total Saturation |
| 539 | 3013 | 0 | 0 | 2940 | 327 | 533 | 43 | 783 | 24 | 25 | 16 | Volume |
| 0.16 | 0.44 | 0.00 | 0.00 | 0.38 | 0.38 | 0.16 | 0.03 | 0.23 | 0.01 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.38 | V/C | | 0.16 | V/C | | 0.01 | 0.712 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.54 | RTOG | | 0.38 | RTOG | | 0.16 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.16 | RTOR | | 0.16 | RTOR | | 0.10 | |
| RTC | | 0.65 | RTC | | 0.50 | RTC | | 0.28 | RTC | | 0.09 | |
| Addl ICU | | -0.65 | Addl ICU | | -0.12 | Addl ICU | | -0.05 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 369 | 1331 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 349 | 23 | 83 | 25 | 70 | 110 | 24 | 968 | 299 | 36 | 472 | 4 | Volume |
| 0.10 | 0.06 | 0.06 | 0.01 | 0.04 | 0.06 | 0.01 | 0.28 | 0.18 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.10 | V/C | | 0.04 | V/C | | 0.28 | V/C | | 0.02 | 0.450 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.04 | RTOG | | 0.28 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.17 | RTOR | | 0.10 | RTOR | | 0.08 | |
| RTC | | 0.15 | RTC | | 0.17 | RTC | | 0.36 | RTC | | 0.35 | |
| Addl ICU | | -0.08 | Addl ICU | | -0.10 | Addl ICU | | -0.19 | Addl ICU | | -0.35 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.50 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 66 | 88 | 128 | 270 | 82 | 141 | 141 | 1718 | 60 | 159 | 2524 | 361 | Volume |
| 0.04 | 0.05 | 0.08 | 0.08 | 0.05 | 0.08 | 0.08 | 0.34 | 0.04 | 0.09 | 0.49 | 0.21 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.08 | V/C | | 0.08 | V/C | | 0.49 | 0.709 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.09 | RTOG | | 0.48 | RTOG | | 0.49 | Right Turn Adjustment |
| RTOR | | 0.24 | RTOR | | 0.08 | RTOR | | 0.08 | RTOR | | 0.08 | |
| RTC | | 0.23 | RTC | | 0.15 | RTC | | 0.55 | RTC | | 0.55 | |
| Addl ICU | | -0.16 | Addl ICU | | -0.07 | Addl ICU | | -0.51 | Addl ICU | | -0.34 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2314 | 1086 | 1700 | 3264 | 136 | 1700 | 467 | 1233 | 1700 | 1511 | 189 | Total Saturation |
| 56 | 426 | 200 | 3 | 335 | 14 | 10 | 14 | 37 | 96 | 16 | 2 | Volume |
| 0.03 | 0.18 | 0.18 | 0.00 | 0.10 | 0.10 | 0.01 | 0.03 | 0.03 | 0.06 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.06 | 0.272 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.15 | RTOG | | 0.03 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.08 | RTOR | | 0.08 | RTOR | | 0.00 | |
| RTC | | 0.23 | RTC | | 0.21 | RTC | | 0.09 | RTC | | 0.08 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.11 | Addl ICU | | -0.06 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.32 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | Total Saturation |
| 0 | 719 | 259 | 1 | 490 | 22 | 29 | 100 | 28 | 162 | 54 | 2 | Volume |
| 0.00 | 0.42 | 0.30 | 0.00 | 0.29 | 0.03 | 0.03 | 0.06 | 0.03 | 0.19 | 0.03 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.42 | V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.19 | 0.674 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.42 | RTOG | | 0.06 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.22 | RTOR | | 0.14 | RTOR | | 0.00 | |
| RTC | | 0.57 | RTC | | 0.59 | RTC | | 0.16 | RTC | | 0.22 | |
| Addl ICU | | -0.26 | Addl ICU | | -0.56 | Addl ICU | | -0.13 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.72 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3015 | 385 | 1700 | 2940 | 460 | 1700 | 452 | 1248 | 1700 | 850 | 850 | Total Saturation |
| 28 | 595 | 76 | 14 | 505 | 79 | 115 | 25 | 69 | 100 | 12 | 12 | Volume |
| 0.02 | 0.20 | 0.20 | 0.01 | 0.17 | 0.17 | 0.07 | 0.06 | 0.06 | 0.06 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.20 | V/C | | 0.01 | V/C | | 0.06 | V/C | | 0.06 | 0.320 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.19 | RTOG | | 0.06 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.10 | RTOR | | 0.03 | RTOR | | 0.01 | |
| RTC | | 0.24 | RTC | | 0.26 | RTC | | 0.08 | RTC | | 0.05 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.09 | Addl ICU | | -0.03 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.37 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1258 | 442 | 0 | 1680 | 20 | 850 | 1692 | 8 | 850 | 1700 | 0 | Total Saturation |
| 1 | 145 | 51 | 0 | 86 | 1 | 2 | 423 | 2 | 57 | 277 | 0 | Volume |
| 0.00 | 0.12 | 0.12 | 0.00 | 0.05 | 0.05 | 0.00 | 0.25 | 0.25 | 0.07 | 0.16 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.25 | V/C | | 0.07 | 0.432 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.11 | RTOG | | 0.25 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.15 | RTOR | | 0.06 | RTOR | | 0.00 | |
| RTC | | 0.17 | RTC | | 0.23 | RTC | | 0.30 | RTC | | 0.31 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.18 | Addl ICU | | -0.05 | Addl ICU | | -0.31 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.48 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 84 | 0 | 86 | 0 | 0 | 0 | 0 | 1772 | 59 | 90 | 2632 | 0 | Volume |
| 0.05 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.03 | 0.05 | 0.52 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.52 | | 0.565 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.05 | | RTOG | -0.05 | | RTOG | 0.46 | | RTOG | 0.52 | | Right Turn Adjustment |
| RTOR | 0.17 | | RTOR | 0.00 | | RTOR | 0.05 | | RTOR | 0.05 | | |
| RTC | 0.18 | | RTC | -0.05 | | RTC | 0.50 | | RTC | 0.55 | | |
| Addl ICU | -0.13 | | Addl ICU | 0.05 | | Addl ICU | -0.47 | | Addl ICU | -0.55 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.62 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 68 | 173 | 0 | 0 | 134 | 16 | 31 | 0 | 95 | 0 | 0 | 0 | Volume |
| 0.04 | 0.10 | 0.00 | 0.00 | 0.08 | 0.01 | 0.02 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.04 | V/C | | 0.08 | V/C | | 0.02 | V/C | | 0.00 | 0.137 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.08 | RTOG | | 0.02 | RTOG | | -0.02 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.04 | RTOR | | 0.02 | |
| RTC | | 0.13 | RTC | | 0.09 | RTC | | 0.05 | RTC | | -0.01 | |
| Addl ICU | | -0.13 | Addl ICU | | -0.08 | Addl ICU | | 0.01 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.01 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.19 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 31 | 1669 | 0 | 0 | 1519 | 181 | Total Saturation |
| 0 | 0 | 0 | 19 | 0 | 47 | 8 | 427 | 0 | 0 | 269 | 32 | Volume |
| 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.06 | 0.26 | 0.26 | 0.00 | 0.00 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.02 | V/C | | 0.26 | V/C | | 0.18 | 0.455 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.02 | RTOG | | 0.02 | RTOG | | 0.43 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.26 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.11 | RTC | | 0.21 | RTC | | 0.45 | RTC | | 0.19 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.16 | Addl ICU | | -0.45 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.51 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 1 | 31 | 387 | 0 | 0 | 308 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.23 | 0.00 | 0.00 | 0.18 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.23 | V/C | | 0.00 | 0.228 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.23 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.03 | RTC | | 0.23 | RTC | | 0.21 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.03 | Addl ICU | | -0.23 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.28 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 65 | 18 | 47 | 57 | 19 | 81 | 89 | 1980 | 58 | 93 | 2986 | 92 | Volume |
| 0.04 | 0.01 | 0.03 | 0.03 | 0.01 | 0.05 | 0.05 | 0.39 | 0.03 | 0.05 | 0.59 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.01 | V/C | | 0.05 | V/C | | 0.59 | 0.687 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.01 | RTOG | | 0.58 | RTOG | | 0.59 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.05 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.20 | RTC | | 0.05 | RTC | | 0.61 | RTC | | 0.61 | |
| Addl ICU | | -0.18 | Addl ICU | | 0.00 | Addl ICU | | -0.58 | Addl ICU | | -0.56 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.74 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1549 | 151 | 1700 | 1576 | 124 | 0 | 1700 | 0 | Total Saturation |
| 38 | 128 | 0 | 0 | 154 | 15 | 1 | 356 | 28 | 0 | 253 | 0 | Volume |
| 0.02 | 0.08 | 0.00 | 0.00 | 0.10 | 0.10 | 0.00 | 0.23 | 0.23 | 0.00 | 0.15 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.10 | V/C | | 0.23 | V/C | | 0.00 | 0.348 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.10 | RTOG | | 0.23 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.02 | RTOR | | 0.05 | |
| RTC | | 0.12 | RTC | | 0.16 | RTC | | 0.24 | RTC | | 0.26 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.06 | Addl ICU | | -0.02 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.40 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1384 | 316 | 1700 | 1700 | 1700 | 1700 | 3115 | 285 | 1700 | 3400 | 1700 | Total Saturation |
| 60 | 57 | 13 | 59 | 53 | 279 | 468 | 971 | 89 | 19 | 1029 | 109 | Volume |
| 0.04 | 0.04 | 0.04 | 0.03 | 0.03 | 0.16 | 0.28 | 0.31 | 0.31 | 0.01 | 0.30 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.03 | V/C | | 0.28 | V/C | | 0.30 | 0.654 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.04 | RTOG | | 0.57 | RTOG | | 0.30 | Right Turn Adjustment |
| RTOR | | 0.27 | RTOR | | 0.28 | RTOR | | 0.04 | RTOR | | 0.03 | |
| RTC | | 0.24 | RTC | | 0.25 | RTC | | 0.60 | RTC | | 0.33 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.08 | Addl ICU | | -0.29 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 567 | 1133 | 1700 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 38 | 42 | 153 | 69 | 20 | 40 | 67 | 2011 | 0 | 181 | 2993 | 177 | Volume |
| 0.02 | 0.02 | 0.09 | 0.04 | 0.04 | 0.04 | 0.04 | 0.39 | 0.00 | 0.05 | 0.59 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.02 | V/C | | 0.04 | V/C | | 0.04 | V/C | | 0.59 | 0.692 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.04 | RTOG | | 0.57 | RTOG | | 0.59 | Right Turn Adjustment |
| RTOR | | 0.23 | RTOR | | 0.04 | RTOR | | 0.03 | RTOR | | 0.04 | |
| RTC | | 0.20 | RTC | | 0.07 | RTC | | 0.60 | RTC | | 0.62 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.04 | Addl ICU | | -0.60 | Addl ICU | | -0.51 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.74 | | | | | | | | | | | | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2035 – WITH PROJECT
2011 APPROVED PROJECT
AM PEAK HOUR**

IUSD High School #5 TIA
 Year 2035 With Project
 2011 Approved Project

Impact Analysis Report
 Level Of Service

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|------|-------------|---------|--------|-------------|---------|--------------|
| | LOS | Del/ Veh | V/ C | LOS | Del/ Veh | V/ C | |
| # 1 "B" St & Driveway 1 | A | 9.3 | 0.008 | A | 9.3 | 0.008 | + 0.000 D/V |
| # 2 "B" St & Driveway 2 | B | 12.1 | 0.093 | B | 12.1 | 0.093 | + 0.000 D/V |
| # 3 Driveway 3 & "LQ" St | B | 10.5 | 0.060 | B | 10.5 | 0.060 | + 0.000 D/V |
| # 4 Driveway 4 & "LQ" St | B | 12.0 | 0.048 | B | 12.0 | 0.048 | + 0.000 D/V |
| # 5 "LQ" St & Driveway 5 | B | 11.6 | 0.087 | B | 11.6 | 0.087 | + 0.000 D/V |
| # 6 "LQ" St & Driveway 6 | E | 35.3 | 0.604 | E | 35.3 | 0.604 | + 0.000 D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 D/V |
| #282 Jeffrey Rd & Portola Pkwy | C | xxxxx | 0.734 | C | xxxxx | 0.734 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxx | 0.920 | E | xxxxx | 0.920 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | D | xxxxx | 0.831 | D | xxxxx | 0.831 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | B | xxxxx | 0.688 | B | xxxxx | 0.688 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxx | 0.429 | A | xxxxx | 0.429 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | D | xxxxx | 0.846 | D | xxxxx | 0.846 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | E | xxxxx | 0.900 | E | xxxxx | 0.900 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | C | 29.3 | 0.956 | C | 29.3 | 0.956 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | D | 36.8 | 1.018 | D | 36.8 | 1.018 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | E | xxxxx | 0.916 | E | xxxxx | 0.916 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 11.4 | 0.636 | B | 11.4 | 0.636 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | A | 5.1 | 0.844 | A | 5.1 | 0.844 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | E | xxxxx | 0.996 | E | xxxxx | 0.996 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | C | xxxxx | 0.756 | C | xxxxx | 0.756 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | C | xxxxx | 0.755 | C | xxxxx | 0.755 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | B | xxxxx | 0.645 | B | xxxxx | 0.645 | + 0.000 V/C |

IUSD High School #5 TIA
 Year 2035 With Project
 2011 Approved Project

| Intersection | Base | | Future | | Change in | |
|-------------------------------------|-------------|--------------|-------------|--------------|--------------|-----|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | | |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | C | 20.2 0.887 | C | 20.2 0.887 | + 0.000 | D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 20.4 0.794 | C | 20.4 0.794 | + 0.000 | D/V |
| #444 Sand Canyon Ave & Burt Rd | D | xxxxxx 0.889 | D | xxxxxx 0.889 | + 0.000 | V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 17.5 0.518 | B | 17.5 0.518 | + 0.000 | D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | B | 18.3 0.492 | B | 18.3 0.492 | + 0.000 | D/V |
| #556 Ridge Valley & Portola Pkwy | A | xxxxxx 0.577 | A | xxxxxx 0.577 | + 0.000 | V/C |
| #557 "O" St & "C" St | A | 2.5 0.361 | A | 2.5 0.361 | + 0.000 | V/C |
| #558 "O" St & Irvine Blvd | D | xxxxxx 0.837 | D | xxxxxx 0.837 | + 0.000 | V/C |
| #559 "O" St & Trabuco Rd | C | xxxxxx 0.780 | C | xxxxxx 0.780 | + 0.000 | V/C |
| #560 "O" St & Marine Wy | A | xxxxxx 0.475 | A | xxxxxx 0.475 | + 0.000 | V/C |
| #563 "B" St & Irvine Blvd | D | xxxxxx 0.899 | D | xxxxxx 0.899 | + 0.000 | V/C |
| #566 Marine Wy & Barranca Pkwy | C | xxxxxx 0.716 | C | xxxxxx 0.716 | + 0.000 | V/C |
| #567 Marine Wy & Alton Pkwy | C | xxxxxx 0.727 | C | xxxxxx 0.727 | + 0.000 | V/C |
| #569 Bake Pkwy & Marine Wy | C | xxxxxx 0.755 | C | xxxxxx 0.755 | + 0.000 | V/C |
| #571 Portola Springs & Portola Pkwy | B | xxxxxx 0.614 | B | xxxxxx 0.614 | + 0.000 | V/C |
| #572 Modjeska/"A" St & Irvine Blvd | D | xxxxxx 0.895 | D | xxxxxx 0.895 | + 0.000 | V/C |
| #603 "O" St & "LN" St | A | xxxxxx 0.418 | A | xxxxxx 0.418 | + 0.000 | V/C |
| #605 "O" St & "LQ" St | A | 3.4 0.463 | A | 3.4 0.463 | + 0.000 | V/C |
| #608 "O" St & "LV" St | A | xxxxxx 0.366 | A | xxxxxx 0.366 | + 0.000 | V/C |
| #626 "LY" St & "LQ" St | A | 4.7 0.367 | A | 4.7 0.367 | + 0.000 | V/C |
| #627 "LY" St & Irvine Blvd | B | xxxxxx 0.677 | B | xxxxxx 0.677 | + 0.000 | V/C |
| #631 "LY" St & Trabuco Rd | A | 9.0 0.032 | A | 9.0 0.032 | + 0.000 | D/V |
| #782 "A" St & "LQ" St | A | 4.5 0.353 | A | 4.5 0.353 | + 0.000 | V/C |
| #787 "Z" St & "LQ" St | B | 12.1 0.033 | B | 12.1 0.033 | + 0.000 | D/V |
| #790 "Z" St & Irvine Blvd | B | 11.0 0.897 | B | 11.0 0.897 | + 0.000 | D/V |

 IUSD High School #5 TIA
 Year 2035 With Project
 2011 Approved Project

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #798 "B" St & "LQ" St | A xxxxx | 0.593 | A xxxxx | 0.593 | + 0.000 V/C |
| #799 "B" St & Marine Wy | A xxxxx | 0.553 | A xxxxx | 0.553 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | E xxxxx | 0.984 | E xxxxx | 0.984 | + 0.000 V/C |

IUSD High School #5 TIA
Year 2035 With Project
2011 Approved Project

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

IUSD High School #5 TIA
Year 2035 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Delay.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=7]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=815]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

 IUSD High School #5 TIA
 Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|---|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 208 | 0 | 0 | 0 | 0 | 600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| Major Street Volume: | | | | | 808 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 7 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 276 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Project
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

 Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|---|----|---|----|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 148 | 0 | 0 | 134 | 466 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 42 | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 12.1 | | | | | | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=59]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=807]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|-----|---|-----|------------|---|---|---|------------|---|---|----|---|---|---|----|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | | 148 | | 0 | 134 | | 466 | | 0 | 0 | | 0 | | 0 | 17 | | 0 | | 42 |
| Major Street Volume: | | | | | 748 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 59 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 385 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
Year 2035 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Lanes, Final Volume, and Approach Delay.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=42]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=964]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | | 45 | 522 | 0 | | | 0 | 340 | 15 | | |
| Major Street Volume: | | | | | 922 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 42 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 313 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
Year 2035 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Lanes, Final Volume, and Approach Delay.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=13]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=885]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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IUSD High School #5 TIA
Year 2035 With Project
2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Final Volume, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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IUSD High School #5 TIA
Year 2035 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, FinalVolume, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=52]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=987]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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 IUSD High School #5 TIA
 Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|---|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 466 | 0 | 0 | 0 | 0 | 469 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | | | | | 935 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 52 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 237 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
Year 2035 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, FinalVolume, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.7]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=175]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1189]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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 IUSD High School #5 TIA
 Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|-----|------------|---|-----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 74 | 321 | | 0 | 0 | 0 | 448 | 171 | | | 154 | 0 | 21 | | | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | 1014 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 175 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 368 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Project
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 475 | 0 | 0 | 745 | 223 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|-----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 475 | 0 | 0 | 0 | 0 | 745 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | | | | | 1443 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 0 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 158 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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IUSD High School #5 TIA
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Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Del.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=37]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=238]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
 Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|-----|-----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 3 | | 46 | | 0 | 0 | | 45 | | 107 | 29 | | 0 | | 8 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | | | | | | | 201 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 37 | | | | | | | | | |
| Minor Approach Volume Threshold: | 1064 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Project
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

 Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|-------------|---|---|-------------|---|----|--------------|-----|---|--------------|-----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 0 | 11 | 0 | 23 | 11 | 526 | 0 | 0 | 287 | 7 |
| ApproachDel: | xxxxxx | | | 12.1 | | | xxxxxx | | | xxxxxx | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=34]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=865]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
 Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|----|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 23 | | 11 | 526 | 0 | | | 0 | 287 | 7 | | |
| Major Street Volume: | | | | | 831 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 34 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 349 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 5 rows of adjustment factors.

Critical Gap Module table with 12 columns and 2 rows of gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity and volume data.

Level of Service Module table with 12 columns and 8 rows of LOS and delay data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[12.1]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 1 0 0).

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 12 rows for different approaches.

Critical Gap Module: Table with 12 columns for gap components (Critical Gp, FollowUpTim) and 12 rows for different approaches.

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 12 rows for different approaches.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 12 rows for different approaches.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[10.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 13 columns representing different traffic movements and 7 rows for various volume adjustments.

Critical Gap Module table with 13 columns and 2 rows for Critical Gap and FollowUpTime.

Capacity Module table with 13 columns and 4 rows for Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 13 columns and 10 rows for various service metrics like 2Way95thQ, Control Del, LOS by Move, etc.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[12.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows including Critical Gp and FollowUpTim.

Capacity Module table with 12 columns and 4 rows including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 8 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B [11.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows for Critical Gp and FollowUpTim.

Capacity Module table with 12 columns and 4 rows for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 8 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: E[35.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustment factors for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time values for each approach.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, move capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, Approach Del, and Approach LOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 1 0 0, etc.)

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume

Critical Gap Module: Critical Gp, FollowUpTim

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap

Level of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.920
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume).

Saturation Flow Module: Table with 12 columns for saturation flow and adjustment factors (Sat/Lane, Adjustment, Lanes, Final Sat.).

Capacity Analysis Module: Table with 12 columns for capacity and critical moves (Vol/Sat, Crit Moves).

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes. Includes data for protected movements and lane configurations.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Includes data for four approaches.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Includes data for four approaches.

Capacity Analysis Module: Vol/Sat, Crit Moves. Includes data for four approaches.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 0 Average Delay (sec/veh): 29.3
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.018
Loss Time (sec): 0 Average Delay (sec/veh): 36.8
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with 12 columns for different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 97 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with 13 columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 0 Average Delay (sec/veh): 11.4
Optimal Cycle: 63 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.844
Loss Time (sec): 0 Average Delay (sec/veh): 5.1
Optimal Cycle: 146 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow metrics like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.996
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights. Includes lane counts and traffic signals.

Volume Module table with 12 columns for different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity metrics and 2 rows for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 44 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume categories and their values.

Saturation Flow Module table with 12 columns representing saturation flow values and adjustments.

Capacity Analysis Module table with 12 columns representing capacity analysis values.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.887
Loss Time (sec): 0 Average Delay (sec/veh): 20.2
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 0 Average Delay (sec/veh): 20.4
Optimal Cycle: 111 Level Of Service: C

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Volume and rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat., and rows for Sat/Lane, Adjustment, Lanes, and Final Sat..

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ, and rows for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.889
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 0 Average Delay (sec/veh): 17.5
Optimal Cycle: 47 Level Of Service: B

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 0 Average Delay (sec/veh): 18.3
Optimal Cycle: 45 Level Of Service: B

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes. Includes values for Protected, WideBypass, and various timing parameters.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Includes values for 12 different movements.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. Includes values for 12 different movements.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves. Includes values for 12 different movements.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.5 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 4 columns for North, South, East, and West bounds.

PCE Module:

Table with 13 columns representing different PCE metrics and 4 columns for North, South, East, and West bounds.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics and 4 columns for North, South, East, and West bounds.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module:

Table with 13 columns representing saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors. Rows include Vol/Sat, OvlAdjV/S, and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.475
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.899
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume types and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity analysis values and 3 rows for Vol/Sat, Crit Moves, and a summary row.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 44 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes. Includes values for each movement and approach.

Volume Module: Table with columns for various volume and adjustment factors (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume) across four approaches.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. across four approaches.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves across four approaches.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 84 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume categories and 12 rows of adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 2 rows of capacity analysis data.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 13 columns for saturation flow factors: Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis: Vol/Sat and Crit Moves.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.4 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module:

Table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 12 columns representing different PCE components like AutoPCE, TruckPCE, ComboPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.366
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns representing different volume and adjustment factors.

Saturation Flow Module table with 13 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns representing volume per saturation and critical moves.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.7 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, and Lanes.

Volume Module:

Table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 12 columns representing different PCE components like AutoPCE, TruckPCE, ComboPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume types and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity analysis values and 3 rows for Vol/Sat, Crit Moves, and a summary row.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: A[9.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustments (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume).

Critical Gap Module: Table with 12 columns showing critical gap and follow-up times for each approach.

Capacity Module: Table with 12 columns showing conflict volume, potent capacity, move capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing LOS metrics like 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.5 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 13 columns representing different PCE components like AutoPCE, TruckPCE, ComboPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[12.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 rows for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for gap components (Critical Gp, FollowUpTim) and 4 rows for North, South, East, West bounds.

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 rows for North, South, East, West bounds.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 rows for North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

1994 HCM Operations Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.897
Loss Time (sec): 5 Average Delay (sec/veh): 11.0
Optimal Cycle: 88 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, DesignQueue.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes for "B" St and "LQ" St.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns. Rows include Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.984
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 208 | 0 | 0 | 600 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | Volume |
| 0.00 | 0.12 | 0.00 | 0.00 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.35 | V/C | | 0.00 | V/C | | 0.00 | 0.353 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.35 | RTOG | | 0.35 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.23 | |
| RTC | | 0.35 | RTC | | 0.35 | RTC | | 0.00 | RTC | | 0.17 | |
| Addl ICU | | -0.35 | Addl ICU | | -0.35 | Addl ICU | | 0.00 | Addl ICU | | -0.17 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.40 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 850 | 0 | 850 | Total Saturation |
| 0 | 148 | 0 | 134 | 466 | 0 | 0 | 0 | 0 | 17 | 0 | 42 | Volume |
| 0.00 | 0.09 | 0.00 | 0.08 | 0.27 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.27 | V/C | | 0.00 | V/C | | 0.02 | 0.294 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.27 | RTOG | | -0.02 | RTOG | | 0.02 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.19 | |
| RTC | | 0.21 | RTC | | 0.29 | RTC | | -0.02 | RTC | | 0.16 | |
| Addl ICU | | -0.21 | Addl ICU | | -0.29 | Addl ICU | | 0.02 | Addl ICU | | -0.11 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.34 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1628 | 72 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 42 | 45 | 522 | 0 | 0 | 340 | 15 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.03 | 0.31 | 0.00 | 0.00 | 0.21 | 0.21 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.31 | V/C | | 0.00 | 0.307 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.31 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.10 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.07 | RTC | | 0.31 | RTC | | 0.28 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.05 | Addl ICU | | -0.31 | Addl ICU | | -0.07 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.36 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1666 | 34 | Total Saturation |
| 0 | 0 | 0 | 3 | 0 | 10 | 59 | 462 | 0 | 0 | 344 | 7 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.03 | 0.27 | 0.00 | 0.00 | 0.21 | 0.21 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.27 | V/C | | 0.00 | 0.275 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.27 | RTOG | | 0.24 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.07 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.05 | RTC | | 0.27 | RTC | | 0.24 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.04 | Addl ICU | | -0.27 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.33 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 466 | 0 | 0 | 469 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | Volume |
| 0.00 | 0.27 | 0.00 | 0.00 | 0.28 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.28 | V/C | | 0.00 | V/C | | 0.00 | 0.276 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.28 | RTOG | | 0.28 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.28 | RTC | | 0.28 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | -0.28 | Addl ICU | | -0.28 | Addl ICU | | 0.03 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.03 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.36 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1230 | 470 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 74 | 321 | 0 | 0 | 448 | 171 | 154 | 0 | 21 | 0 | 0 | 0 | Volume |
| 0.04 | 0.19 | 0.00 | 0.00 | 0.36 | 0.36 | 0.09 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.04 | V/C | | 0.36 | V/C | | 0.09 | V/C | | 0.00 | 0.498 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.36 | RTOG | | 0.09 | RTOG | | -0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.04 | RTOR | | 0.22 | |
| RTC | | 0.48 | RTC | | 0.43 | RTC | | 0.12 | RTC | | 0.07 | |
| Addl ICU | | -0.48 | Addl ICU | | -0.07 | Addl ICU | | -0.11 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.55 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 475 | 0 | 0 | 745 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.28 | 0.00 | 0.00 | 0.44 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.44 | V/C | | 0.00 | V/C | | 0.00 | 0.438 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.44 | RTOG | | 0.44 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.16 | |
| RTC | | 0.44 | RTC | | 0.44 | RTC | | 0.00 | RTC | | 0.12 | |
| Addl ICU | | -0.44 | Addl ICU | | -0.31 | Addl ICU | | 0.00 | Addl ICU | | -0.12 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.49 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 1012 | 25 | 33 | 26 | 20 | 9 | 31 | 1352 | 561 | 151 | 1149 | 20 | Volume |
| 0.30 | 0.01 | 0.00 | 0.02 | 0.01 | 0.01 | 0.02 | 0.27 | 0.33 | 0.04 | 0.23 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.30 | | V/C | 0.01 | | V/C | 0.27 | | V/C | 0.04 | | 0.619 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.29 | | RTOG | 0.01 | | RTOG | 0.27 | | RTOG | 0.29 | | Right Turn Adjustment |
| RTOR | 0.04 | | RTOR | 0.08 | | RTOR | 0.30 | | RTOR | 0.29 | | |
| RTC | 0.33 | | RTC | 0.07 | | RTC | 0.49 | | RTC | 0.51 | | |
| Addl ICU | -0.33 | | Addl ICU | -0.07 | | Addl ICU | -0.16 | | Addl ICU | -0.50 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 143 | 572 | 331 | 312 | 1027 | 102 | 136 | 1679 | 321 | 355 | 1995 | 264 | Volume |
| 0.04 | 0.11 | 0.00 | 0.09 | 0.20 | 0.06 | 0.04 | 0.33 | 0.19 | 0.10 | 0.39 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.20 | V/C | | 0.33 | V/C | | 0.10 | 0.677 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.20 | RTOG | | 0.33 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.13 | |
| RTC | | 0.23 | RTC | | 0.23 | RTC | | 0.36 | RTC | | 0.49 | |
| Addl ICU | | -0.23 | Addl ICU | | -0.17 | Addl ICU | | -0.17 | Addl ICU | | -0.34 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.73 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 0.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 4099 | 1001 | 3400 | 5100 | 1700 | 1700 | 850 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 180 | 635 | 155 | 77 | 1280 | 387 | 311 | 184 | 260 | 491 | 366 | 134 | Volume |
| 0.05 | 0.15 | 0.15 | 0.02 | 0.25 | 0.23 | 0.18 | 0.22 | 0.10 | 0.14 | 0.22 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.25 | V/C | | 0.18 | V/C | | 0.22 | 0.702 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.28 | RTOG | | 0.25 | RTOG | | 0.25 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.18 | RTOR | | 0.05 | RTOR | | 0.15 | |
| RTC | | 0.42 | RTC | | 0.39 | RTC | | 0.29 | RTC | | 0.33 | |
| Addl ICU | | -0.26 | Addl ICU | | -0.16 | Addl ICU | | -0.19 | Addl ICU | | -0.25 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.75 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 130 | 683 | 281 | 267 | 1540 | 351 | 251 | 647 | 151 | 613 | 879 | 80 | Volume |
| 0.04 | 0.13 | 0.17 | 0.08 | 0.23 | 0.21 | 0.07 | 0.19 | 0.09 | 0.18 | 0.26 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.23 | V/C | | 0.19 | V/C | | 0.18 | 0.635 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.23 | RTOG | | 0.19 | RTOG | | 0.30 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.11 | RTOR | | 0.04 | RTOR | | 0.13 | |
| RTC | | 0.32 | RTC | | 0.31 | RTC | | 0.22 | RTC | | 0.39 | |
| Addl ICU | | -0.16 | Addl ICU | | -0.10 | Addl ICU | | -0.13 | Addl ICU | | -0.35 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.69 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 269 | 0 | 213 | 0 | 0 | 0 | 0 | 573 | 875 | 349 | 1020 | 0 | Volume |
| 0.08 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.10 | 0.30 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.08 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.30 | | 0.379 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.08 | | RTOG | -0.08 | | RTOG | 0.20 | | RTOG | 0.30 | | Right Turn Adjustment |
| RTOR | 0.13 | | RTOR | 0.00 | | RTOR | 0.08 | | RTOR | 0.08 | | |
| RTC | 0.18 | | RTC | -0.08 | | RTC | 0.26 | | RTC | 0.36 | | |
| Addl ICU | -0.12 | | Addl ICU | 0.08 | | Addl ICU | -0.26 | | Addl ICU | -0.36 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.43 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 124 | 457 | 545 | 489 | 1014 | 117 | 198 | 1799 | 386 | 670 | 1652 | 138 | Volume |
| 0.04 | 0.09 | 0.16 | 0.14 | 0.30 | 0.07 | 0.06 | 0.26 | 0.23 | 0.20 | 0.32 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.04 | | V/C | 0.30 | | V/C | 0.26 | | V/C | 0.20 | | 0.796 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.19 | | RTOG | 0.30 | | RTOG | 0.26 | | RTOG | 0.40 | | |
| RTOR | 0.20 | | RTOR | 0.14 | | RTOR | 0.04 | | RTOR | 0.25 | | |
| RTC | 0.34 | | RTC | 0.40 | | RTC | 0.29 | | RTC | 0.59 | | |
| Addl ICU | -0.18 | | Addl ICU | -0.33 | | Addl ICU | -0.06 | | Addl ICU | -0.51 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.85 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 204 | 451 | 241 | 394 | 2412 | 142 | 248 | 442 | 702 | 501 | 918 | 329 | Volume |
| 0.06 | 0.09 | 0.00 | 0.12 | 0.47 | 0.08 | 0.07 | 0.09 | 0.00 | 0.15 | 0.18 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.06 | | V/C | 0.47 | | V/C | 0.07 | | V/C | 0.18 | | 0.786 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.42 | | RTOG | 0.47 | | RTOG | 0.11 | | RTOG | 0.18 | | Right Turn Adjustment |
| RTOR | 0.17 | | RTOR | 0.07 | | RTOR | 0.06 | | RTOR | 0.44 | | |
| RTC | 0.54 | | RTC | 0.53 | | RTC | 0.15 | | RTC | 0.51 | | |
| Addl ICU | -0.54 | | Addl ICU | -0.44 | | Addl ICU | -0.15 | | Addl ICU | -0.32 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.84 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 0.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 1183 | 2217 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 253 | 1148 | 776 | 387 | 3345 | 380 | 144 | 270 | 319 | 417 | 196 | 313 | Volume |
| 0.07 | 0.17 | 0.46 | 0.11 | 0.49 | 0.22 | 0.12 | 0.12 | 0.09 | 0.12 | 0.08 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.07 | | V/C | 0.49 | | V/C | 0.12 | | V/C | 0.12 | | 0.811 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.45 | | RTOG | 0.49 | | RTOG | 0.12 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.12 | | RTOR | 0.17 | | RTOR | 0.07 | | RTOR | 0.40 | | |
| RTC | 0.54 | | RTC | 0.62 | | RTC | 0.18 | | RTC | 0.42 | | |
| Addl ICU | -0.09 | | Addl ICU | -0.39 | | Addl ICU | -0.08 | | Addl ICU | -0.30 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.86 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 1409 | 97 | 590 | 3379 | 0 | 768 | 2 | 1188 | 0 | 0 | 0 | Volume |
| 0.00 | 0.21 | 0.06 | 0.17 | 0.50 | 0.00 | 0.18 | 0.00 | 0.47 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | N/A | | Initial ICU |
| V/C | 0.00 | | V/C | 0.50 | | V/C | 0.18 | | V/C | 0.00 | | 0.678 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.32 | | RTOG | 0.50 | | RTOG | 0.18 | | RTOG | -0.18 | | Right Turn Adjustment |
| RTOR | 0.18 | | RTOR | 0.18 | | RTOR | 0.00 | | RTOR | 0.29 | | |
| RTC | 0.46 | | RTC | 0.63 | | RTC | 0.18 | | RTC | 0.04 | | |
| Addl ICU | -0.40 | | Addl ICU | -0.63 | | Addl ICU | 0.29 | | Addl ICU | -0.04 | | |
| | 0.00 | | | 0.00 | | | 0.29 | | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 1.01 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4795 | 305 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 16 | 1336 | 85 | 96 | 3921 | 75 | 17 | 1 | 14 | 72 | 4 | 86 | Volume |
| 0.01 | 0.28 | 0.28 | 0.06 | 0.77 | 0.04 | 0.01 | 0.00 | 0.01 | 0.04 | 0.00 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.01 | | V/C | 0.77 | | V/C | 0.00 | | V/C | 0.04 | | 0.821 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.72 | | RTOG | 0.77 | | RTOG | 0.00 | | RTOG | 0.03 | | Right Turn Adjustment |
| RTOR | 0.04 | | RTOR | 0.04 | | RTOR | 0.01 | | RTOR | 0.50 | | |
| RTC | 0.75 | | RTC | 0.80 | | RTC | 0.01 | | RTC | 0.41 | | |
| Addl ICU | -0.47 | | Addl ICU | -0.76 | | Addl ICU | 0.00 | | Addl ICU | -0.36 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.87 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 128 | 887 | 199 | 1721 | 1819 | 394 | 120 | 169 | 111 | 73 | 243 | 379 | Volume |
| 0.08 | 0.17 | 0.12 | 0.51 | 0.36 | 0.23 | 0.04 | 0.10 | 0.07 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.17 | V/C | | 0.51 | V/C | | 0.04 | V/C | | 0.14 | 0.858 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.17 | RTOG | | 0.60 | RTOG | | 0.16 | RTOG | | 0.14 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.04 | RTOR | | 0.32 | RTOR | | 0.51 | |
| RTC | | 0.23 | RTC | | 0.63 | RTC | | 0.40 | RTC | | 0.52 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.40 | Addl ICU | | -0.33 | Addl ICU | | -0.52 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.91 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 239 | 0 | 233 | 0 | 2643 | 184 | 163 | 2071 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.07 | 0.00 | 0.39 | 0.11 | 0.10 | 0.41 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.14 | V/C | | 0.39 | V/C | | 0.10 | 0.625 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.14 | RTOG | | 0.14 | RTOG | | 0.39 | RTOG | | 0.48 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.08 | RTOR | | 0.14 | RTOR | | 0.14 | |
| RTC | | -0.07 | RTC | | 0.20 | RTC | | 0.49 | RTC | | 0.59 | |
| Addl ICU | | 0.07 | Addl ICU | | -0.13 | Addl ICU | | -0.39 | Addl ICU | | -0.59 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.68 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4666 | 434 | Total Saturation |
| 65 | 0 | 135 | 0 | 0 | 0 | 0 | 2746 | 151 | 0 | 2205 | 205 | Volume |
| 0.04 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.81 | 0.00 | 0.00 | 0.47 | 0.47 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.81 | V/C | | 0.00 | 0.846 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | -0.04 | RTOG | | 0.81 | RTOG | | 0.81 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.34 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.04 | RTC | | 0.21 | RTC | | 0.84 | RTC | | 0.84 | |
| Addl ICU | | 0.04 | Addl ICU | | -0.21 | Addl ICU | | -0.84 | Addl ICU | | -0.36 | |
| | | 0.04 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.94 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 304 | 480 | 97 | 339 | 1528 | 957 | 836 | 1555 | 782 | 280 | 1585 | 312 | Volume |
| 0.09 | 0.09 | 0.00 | 0.10 | 0.30 | 0.00 | 0.16 | 0.30 | 0.46 | 0.08 | 0.31 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.09 | V/C | | 0.30 | V/C | | 0.16 | V/C | | 0.31 | 0.864 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.29 | RTOG | | 0.30 | RTOG | | 0.39 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.16 | RTOR | | 0.09 | RTOR | | 0.29 | |
| RTC | | 0.42 | RTC | | 0.42 | RTC | | 0.46 | RTC | | 0.53 | |
| Addl ICU | | -0.42 | Addl ICU | | -0.42 | Addl ICU | | 0.00 | Addl ICU | | -0.35 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.91 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5055 | 45 | 1700 | 567 | 1133 | 1700 | 1700 | 1700 | Total Saturation |
| 75 | 1266 | 103 | 69 | 2263 | 20 | 2 | 10 | 20 | 334 | 44 | 184 | Volume |
| 0.04 | 0.25 | 0.00 | 0.04 | 0.45 | 0.45 | 0.00 | 0.02 | 0.02 | 0.20 | 0.03 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.45 | V/C | | 0.02 | V/C | | 0.20 | 0.706 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.45 | RTOG | | 0.45 | RTOG | | 0.02 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.20 | RTOR | | 0.19 | RTOR | | 0.04 | RTOR | | 0.24 | |
| RTC | | 0.60 | RTC | | 0.59 | RTC | | 0.05 | RTC | | 0.40 | |
| Addl ICU | | -0.60 | Addl ICU | | -0.14 | Addl ICU | | -0.03 | Addl ICU | | -0.29 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.76 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 4942 | 158 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 165 | 1249 | 233 | 111 | 2322 | 74 | 12 | 12 | 31 | 447 | 42 | 104 | Volume |
| 0.10 | 0.24 | 0.00 | 0.03 | 0.47 | 0.47 | 0.01 | 0.01 | 0.00 | 0.13 | 0.02 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.10 | V/C | | 0.47 | V/C | | 0.01 | V/C | | 0.13 | 0.705 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.53 | RTOG | | 0.47 | RTOG | | 0.01 | RTOG | | 0.13 | Right Turn Adjustment |
| RTOR | | 0.13 | RTOR | | 0.11 | RTOR | | 0.10 | RTOR | | 0.32 | |
| RTC | | 0.63 | RTC | | 0.56 | RTC | | 0.08 | RTC | | 0.37 | |
| Addl ICU | | -0.63 | Addl ICU | | -0.09 | Addl ICU | | -0.08 | Addl ICU | | -0.31 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.76 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2808 | 592 | Total Saturation |
| 6 | 1009 | 124 | 97 | 1309 | 1285 | 597 | 178 | 11 | 206 | 446 | 94 | Volume |
| 0.00 | 0.20 | 0.00 | 0.03 | 0.26 | 0.00 | 0.18 | 0.05 | 0.01 | 0.06 | 0.16 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.26 | V/C | | 0.18 | V/C | | 0.16 | 0.595 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.26 | RTOG | | 0.27 | RTOG | | 0.16 | Right Turn Adjustment |
| RTOR | | 0.28 | RTOR | | 0.18 | RTOR | | 0.00 | RTOR | | 0.06 | |
| RTC | | 0.44 | RTC | | 0.39 | RTC | | 0.28 | RTC | | 0.21 | |
| Addl ICU | | -0.44 | Addl ICU | | -0.39 | Addl ICU | | -0.27 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.64 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3889 | 345 | 0 | 1163 | 0 | 0 | 0 | 0 | 158 | 0 | 1386 | Volume |
| 0.00 | 0.57 | 0.00 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.27 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.57 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.09 | 0.665 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.57 | RTOG | | 0.57 | RTOG | | -0.09 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.34 | RTOR | | 0.00 | |
| RTC | | 0.64 | RTC | | 0.64 | RTC | | 0.16 | RTC | | 0.09 | |
| Addl ICU | | -0.64 | Addl ICU | | -0.64 | Addl ICU | | -0.16 | Addl ICU | | 0.18 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.18 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.89 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 1468 | 0 | 0 | 994 | 392 | 2686 | 0 | 539 | 0 | 0 | 0 | Volume |
| 0.00 | 0.29 | 0.00 | 0.00 | 0.19 | 0.00 | 0.53 | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.29 | V/C | | 0.00 | V/C | | 0.53 | V/C | | 0.00 | 0.815 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.29 | RTOG | | 0.29 | RTOG | | 0.53 | RTOG | | -0.53 | Right Turn Adjustment |
| RTOR | | 0.53 | RTOR | | 0.53 | RTOR | | 0.09 | RTOR | | 0.00 | |
| RTC | | 0.68 | RTC | | 0.68 | RTC | | 0.60 | RTC | | -0.53 | |
| Addl ICU | | -0.68 | Addl ICU | | -0.68 | Addl ICU | | -0.28 | Addl ICU | | 0.53 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.86 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 242 | 0 | 426 | 0 | 856 | 421 | 376 | 1341 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.13 | 0.00 | 0.25 | 0.25 | 0.11 | 0.39 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.14 | V/C | | 0.00 | V/C | | 0.39 | 0.537 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.14 | RTOG | | 0.14 | RTOG | | 0.28 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.00 | RTOR | | 0.14 | RTOR | | 0.14 | |
| RTC | | -0.04 | RTC | | 0.14 | RTC | | 0.39 | RTC | | 0.50 | |
| Addl ICU | | 0.04 | Addl ICU | | -0.02 | Addl ICU | | -0.14 | Addl ICU | | -0.50 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.59 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 297 | 0 | 594 | 0 | 0 | 0 | 0 | 1065 | 53 | 141 | 1416 | 0 | Volume |
| 0.09 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 | 0.00 | 0.08 | 0.42 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.09 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.42 | | 0.504 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.09 | | RTOG | -0.09 | | RTOG | 0.33 | | RTOG | 0.42 | | Right Turn Adjustment |
| RTOR | 0.10 | | RTOR | 0.00 | | RTOR | 0.09 | | RTOR | 0.09 | | |
| RTC | 0.16 | | RTC | -0.09 | | RTC | 0.40 | | RTC | 0.48 | | |
| Addl ICU | 0.01 | | Addl ICU | 0.09 | | Addl ICU | -0.40 | | Addl ICU | -0.48 | | |
| | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.56 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 261 | 23 | 59 | 135 | 80 | 36 | 23 | 509 | 137 | 236 | 1086 | 23 | Volume |
| 0.15 | 0.01 | 0.03 | 0.08 | 0.02 | 0.02 | 0.01 | 0.15 | 0.08 | 0.14 | 0.32 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.15 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.32 | 0.510 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.02 | RTOG | | 0.19 | RTOG | | 0.32 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.01 | RTOR | | 0.15 | RTOR | | 0.16 | |
| RTC | | 0.24 | RTC | | 0.03 | RTC | | 0.31 | RTC | | 0.44 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.01 | Addl ICU | | -0.23 | Addl ICU | | -0.43 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.56 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 196 | 1504 | 850 | 392 | 1308 | Total Saturation |
| 67 | 111 | 1 | 54 | 576 | 221 | 22 | 6 | 46 | 1 | 27 | 90 | Volume |
| 0.08 | 0.07 | 0.00 | 0.06 | 0.34 | 0.26 | 0.03 | 0.03 | 0.03 | 0.00 | 0.07 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.34 | V/C | | 0.03 | V/C | | 0.07 | 0.512 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.35 | RTOG | | 0.34 | RTOG | | 0.09 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.03 | RTOR | | 0.08 | RTOR | | 0.35 | |
| RTC | | 0.40 | RTC | | 0.36 | RTC | | 0.15 | RTC | | 0.33 | |
| Addl ICU | | -0.40 | Addl ICU | | -0.10 | Addl ICU | | -0.12 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.56 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 117 | 47 | 88 | 317 | 392 | 459 | 145 | 2522 | 311 | 183 | 2027 | 86 | Volume |
| 0.03 | 0.01 | 0.05 | 0.19 | 0.12 | 0.00 | 0.04 | 0.49 | 0.18 | 0.05 | 0.40 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.12 | V/C | | 0.49 | V/C | | 0.05 | 0.698 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.04 | RTOG | | 0.12 | RTOG | | 0.49 | RTOG | | 0.51 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.15 | RTOR | | 0.03 | RTOR | | 0.14 | |
| RTC | | 0.00 | RTC | | 0.23 | RTC | | 0.52 | RTC | | 0.61 | |
| Addl ICU | | 0.05 | Addl ICU | | -0.23 | Addl ICU | | -0.34 | Addl ICU | | -0.56 | |
| | | 0.05 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.80 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3241 | 159 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3208 | 192 | Total Saturation |
| 104 | 61 | 3 | 23 | 370 | 861 | 730 | 332 | 588 | 29 | 618 | 37 | Volume |
| 0.03 | 0.02 | 0.02 | 0.01 | 0.11 | 0.51 | 0.21 | 0.10 | 0.35 | 0.02 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.03 | V/C | | 0.11 | V/C | | 0.21 | V/C | | 0.19 | 0.547 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.11 | RTOG | | 0.39 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.31 | RTOR | | 0.21 | RTOR | | 0.03 | RTOR | | 0.12 | |
| RTC | | 0.36 | RTC | | 0.27 | RTC | | 0.41 | RTC | | 0.28 | |
| Addl ICU | | -0.34 | Addl ICU | | 0.24 | Addl ICU | | -0.07 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.24 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 372 | 0 | 149 | 74 | 1072 | 0 | 0 | 745 | 130 | Volume |
| 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.09 | 0.04 | 0.32 | 0.00 | 0.00 | 0.22 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.00 | | V/C | 0.11 | | V/C | 0.32 | | V/C | 0.00 | | 0.425 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.11 | | RTOG | 0.11 | | RTOG | 0.32 | | RTOG | 0.27 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.10 | | RTOR | 0.11 | | RTOR | 0.11 | | |
| RTC | -0.11 | | RTC | 0.18 | | RTC | 0.40 | | RTC | 0.35 | | |
| Addl ICU | 0.11 | | Addl ICU | -0.09 | | Addl ICU | -0.40 | | Addl ICU | -0.28 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.47 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 166 | 0 | 48 | 0 | 0 | 0 | 0 | 3282 | 417 | 183 | 2163 | 0 | Volume |
| 0.10 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.64 | 0.25 | 0.11 | 0.42 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.10 | V/C | | 0.00 | V/C | | 0.64 | V/C | | 0.11 | 0.849 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | -0.10 | RTOG | | 0.64 | RTOG | | 0.75 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.33 | RTOR | | 0.10 | RTOR | | 0.10 | |
| RTC | | 0.18 | RTC | | 0.15 | RTC | | 0.72 | RTC | | 0.82 | |
| Addl ICU | | -0.15 | Addl ICU | | -0.15 | Addl ICU | | -0.47 | Addl ICU | | -0.82 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.90 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 133 | 624 | 145 | 289 | 328 | 269 | 238 | 518 | 67 | 158 | 1088 | 556 | Volume |
| 0.08 | 0.18 | 0.09 | 0.09 | 0.10 | 0.16 | 0.07 | 0.15 | 0.04 | 0.05 | 0.32 | 0.33 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.18 | V/C | | 0.09 | V/C | | 0.07 | V/C | | 0.32 | 0.659 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.19 | RTOG | | 0.34 | RTOG | | 0.32 | Right Turn Adjustment |
| RTOR | | 0.24 | RTOR | | 0.07 | RTOR | | 0.17 | RTOR | | 0.09 | |
| RTC | | 0.36 | RTC | | 0.24 | RTC | | 0.47 | RTC | | 0.38 | |
| Addl ICU | | -0.28 | Addl ICU | | -0.08 | Addl ICU | | -0.43 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.71 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 701 | 647 | 252 | 78 | 265 | 220 | 291 | 1034 | 380 | 181 | 1305 | 138 | Volume |
| 0.21 | 0.19 | 0.15 | 0.05 | 0.08 | 0.13 | 0.09 | 0.20 | 0.00 | 0.05 | 0.26 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.21 | V/C | | 0.08 | V/C | | 0.09 | V/C | | 0.26 | 0.626 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.08 | RTOG | | 0.29 | RTOG | | 0.26 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.09 | RTOR | | 0.21 | RTOR | | 0.09 | |
| RTC | | 0.34 | RTC | | 0.14 | RTC | | 0.44 | RTC | | 0.33 | |
| Addl ICU | | -0.19 | Addl ICU | | -0.01 | Addl ICU | | -0.44 | Addl ICU | | -0.25 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 1700 | 7605 | 895 | 3400 | 1700 | 3400 | 3400 | 2403 | 997 | Total Saturation |
| 837 | 3075 | 106 | 44 | 2949 | 347 | 86 | 23 | 203 | 39 | 41 | 17 | Volume |
| 0.25 | 0.45 | 0.06 | 0.03 | 0.39 | 0.39 | 0.03 | 0.01 | 0.06 | 0.01 | 0.02 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.25 | V/C | | 0.39 | V/C | | 0.03 | V/C | | 0.02 | 0.676 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.61 | RTOG | | 0.39 | RTOG | | 0.03 | RTOG | | 0.02 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.25 | RTOR | | 0.18 | |
| RTC | | 0.63 | RTC | | 0.41 | RTC | | 0.22 | RTC | | 0.15 | |
| Addl ICU | | -0.57 | Addl ICU | | -0.02 | Addl ICU | | -0.16 | Addl ICU | | -0.14 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.73 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 345 | 1355 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 406 | 13 | 51 | 42 | 104 | 336 | 12 | 534 | 174 | 25 | 816 | 0 | Volume |
| 0.12 | 0.04 | 0.04 | 0.02 | 0.03 | 0.20 | 0.01 | 0.16 | 0.10 | 0.01 | 0.24 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.12 | V/C | | 0.03 | V/C | | 0.01 | V/C | | 0.24 | 0.397 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.03 | RTOG | | 0.23 | RTOG | | 0.24 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.01 | RTOR | | 0.12 | RTOR | | 0.11 | |
| RTC | | 0.19 | RTC | | 0.04 | RTC | | 0.32 | RTC | | 0.32 | |
| Addl ICU | | -0.16 | Addl ICU | | 0.16 | Addl ICU | | -0.22 | Addl ICU | | -0.32 | |
| | | 0.00 | | | 0.16 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.61 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 60 | 51 | 149 | 473 | 89 | 165 | 78 | 2820 | 58 | 111 | 2084 | 208 | Volume |
| 0.04 | 0.03 | 0.09 | 0.14 | 0.05 | 0.10 | 0.05 | 0.55 | 0.03 | 0.07 | 0.41 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.14 | V/C | | 0.55 | V/C | | 0.07 | 0.787 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.13 | RTOG | | 0.55 | RTOG | | 0.57 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.21 | RTOR | | 0.12 | RTOR | | 0.14 | |
| RTC | | 0.08 | RTC | | 0.29 | RTC | | 0.64 | RTC | | 0.68 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.19 | Addl ICU | | -0.61 | Addl ICU | | -0.55 | |
| | | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.85 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2724 | 676 | 1700 | 3248 | 152 | 1700 | 303 | 1397 | 1700 | 1562 | 138 | Total Saturation |
| 54 | 149 | 37 | 1 | 661 | 31 | 15 | 18 | 83 | 124 | 34 | 3 | Volume |
| 0.03 | 0.05 | 0.05 | 0.00 | 0.20 | 0.20 | 0.01 | 0.06 | 0.06 | 0.07 | 0.02 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.20 | V/C | | 0.06 | V/C | | 0.07 | 0.368 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.20 | RTOG | | 0.06 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.11 | RTOR | | 0.03 | RTOR | | 0.18 | |
| RTC | | 0.29 | RTC | | 0.29 | RTC | | 0.08 | RTC | | 0.26 | |
| Addl ICU | | -0.23 | Addl ICU | | -0.08 | Addl ICU | | -0.02 | Addl ICU | | -0.24 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.42 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | Total Saturation |
| 139 | 231 | 216 | 25 | 889 | 56 | 6 | 29 | 68 | 210 | 108 | 10 | Volume |
| 0.16 | 0.14 | 0.25 | 0.03 | 0.52 | 0.07 | 0.01 | 0.02 | 0.08 | 0.25 | 0.06 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.16 | V/C | | 0.52 | V/C | | 0.02 | V/C | | 0.25 | 0.951 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.66 | RTOG | | 0.52 | RTOG | | 0.02 | RTOG | | 0.26 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.20 | RTOR | | 0.16 | RTOR | | 0.55 | |
| RTC | | 0.84 | RTC | | 0.67 | RTC | | 0.14 | RTC | | 0.67 | |
| Addl ICU | | -0.59 | Addl ICU | | -0.61 | Addl ICU | | -0.06 | Addl ICU | | -0.66 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 1.00 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3186 | 214 | 0 | 2566 | 834 | 1700 | 181 | 1519 | 1700 | 1504 | 196 | Total Saturation |
| 13 | 149 | 10 | 0 | 609 | 198 | 17 | 5 | 42 | 73 | 23 | 3 | Volume |
| 0.01 | 0.05 | 0.05 | 0.00 | 0.24 | 0.24 | 0.01 | 0.03 | 0.03 | 0.04 | 0.02 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.24 | V/C | | 0.03 | V/C | | 0.04 | 0.316 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.25 | RTOG | | 0.24 | RTOG | | 0.03 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.06 | RTOR | | 0.01 | RTOR | | 0.20 | |
| RTC | | 0.28 | RTC | | 0.28 | RTC | | 0.03 | RTC | | 0.21 | |
| Addl ICU | | -0.23 | Addl ICU | | -0.04 | Addl ICU | | -0.01 | Addl ICU | | -0.19 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.37 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 676 | 1024 | 850 | 1674 | 26 | 850 | 1695 | 5 | 850 | 1671 | 29 | Total Saturation |
| 0 | 31 | 47 | 22 | 195 | 3 | 1 | 317 | 1 | 21 | 406 | 7 | Volume |
| 0.00 | 0.05 | 0.05 | 0.03 | 0.12 | 0.12 | 0.00 | 0.19 | 0.19 | 0.02 | 0.24 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.24 | 0.361 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.12 | RTOG | | 0.22 | RTOG | | 0.24 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.07 | |
| RTC | | 0.13 | RTC | | 0.12 | RTC | | 0.22 | RTC | | 0.30 | |
| Addl ICU | | -0.09 | Addl ICU | | 0.00 | Addl ICU | | -0.03 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.41 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 47 | 0 | 57 | 0 | 0 | 0 | 0 | 2864 | 68 | 64 | 2236 | 0 | Volume |
| 0.03 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.56 | 0.04 | 0.04 | 0.44 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.00 | V/C | | 0.56 | V/C | | 0.04 | 0.627 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | -0.03 | RTOG | | 0.56 | RTOG | | 0.60 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.16 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.06 | RTC | | 0.09 | RTC | | 0.58 | RTC | | 0.62 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.09 | Addl ICU | | -0.54 | Addl ICU | | -0.62 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 3 | 46 | 0 | 0 | 45 | 107 | 29 | 0 | 8 | 0 | 0 | 0 | Volume |
| 0.00 | 0.03 | 0.00 | 0.00 | 0.03 | 0.06 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.02 | V/C | | 0.00 | 0.045 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.03 | RTOG | | 0.02 | RTOG | | -0.02 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.04 | RTC | | 0.04 | RTC | | 0.02 | RTC | | -0.02 | |
| Addl ICU | | -0.04 | Addl ICU | | 0.02 | Addl ICU | | -0.01 | Addl ICU | | 0.02 | |
| | | 0.00 | | | 0.02 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.12 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 17 | 1683 | 0 | 0 | 1509 | 191 | Total Saturation |
| 0 | 0 | 0 | 100 | 0 | 67 | 4 | 401 | 0 | 0 | 324 | 41 | Volume |
| 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.08 | 0.24 | 0.24 | 0.00 | 0.00 | 0.21 | 0.21 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.12 | | V/C | 0.24 | | V/C | 0.21 | | 0.571 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.12 | | RTOG | 0.12 | | RTOG | 0.45 | | RTOG | 0.21 | | Right Turn Adjustment |
| RTOR | 0.21 | | RTOR | 0.24 | | RTOR | 0.12 | | RTOR | 0.12 | | |
| RTC | 0.04 | | RTC | 0.30 | | RTC | 0.54 | | RTC | 0.30 | | |
| Addl ICU | -0.04 | | Addl ICU | -0.22 | | Addl ICU | -0.54 | | Addl ICU | -0.09 | | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.62 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 35 | 1665 | 0 | 0 | 1660 | 40 | Total Saturation |
| 0 | 0 | 0 | 11 | 0 | 23 | 11 | 526 | 0 | 0 | 287 | 7 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.03 | 0.32 | 0.32 | 0.00 | 0.00 | 0.17 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.32 | V/C | | 0.17 | 0.502 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.01 | RTOG | | 0.49 | RTOG | | 0.17 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.32 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.12 | RTC | | 0.25 | RTC | | 0.50 | RTC | | 0.18 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.22 | Addl ICU | | -0.50 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.55 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 54 | 8 | 85 | 219 | 34 | 135 | 39 | 3371 | 68 | 50 | 2241 | 36 | Volume |
| 0.03 | 0.00 | 0.05 | 0.13 | 0.02 | 0.08 | 0.02 | 0.66 | 0.04 | 0.03 | 0.44 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.13 | V/C | | 0.66 | V/C | | 0.03 | 0.824 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.10 | RTOG | | 0.66 | RTOG | | 0.67 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.25 | RTOR | | 0.11 | RTOR | | 0.13 | |
| RTC | | 0.03 | RTC | | 0.29 | RTC | | 0.75 | RTC | | 0.76 | |
| Addl ICU | | 0.02 | Addl ICU | | -0.21 | Addl ICU | | -0.71 | Addl ICU | | -0.74 | |
| | | 0.02 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.90 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1669 | 31 | 1700 | 1623 | 77 | 1700 | 1524 | 176 | 1700 | 1237 | 463 | Total Saturation |
| 8 | 54 | 1 | 89 | 356 | 17 | 7 | 476 | 55 | 11 | 270 | 101 | Volume |
| 0.00 | 0.03 | 0.03 | 0.05 | 0.22 | 0.22 | 0.00 | 0.31 | 0.31 | 0.01 | 0.22 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.22 | V/C | | 0.31 | V/C | | 0.01 | 0.543 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.17 | RTOG | | 0.22 | RTOG | | 0.31 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.10 | RTOR | | 0.00 | RTOR | | 0.19 | |
| RTC | | 0.18 | RTC | | 0.29 | RTC | | 0.32 | RTC | | 0.46 | |
| Addl ICU | | -0.14 | Addl ICU | | -0.08 | Addl ICU | | 0.00 | Addl ICU | | -0.24 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.59 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 1 | 0 | 194 | 0 | 240 | 116 | 747 | 0 | 0 | 999 | 128 | Volume |
| 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.14 | 0.07 | 0.22 | 0.00 | 0.00 | 0.29 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.11 | | V/C | 0.07 | | V/C | 0.29 | | 0.476 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.00 | | RTOG | 0.11 | | RTOG | 0.36 | | RTOG | 0.29 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.07 | | RTOR | 0.11 | | RTOR | 0.11 | | |
| RTC | 0.11 | | RTC | 0.17 | | RTC | 0.45 | | RTC | 0.38 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.02 | | Addl ICU | -0.45 | | Addl ICU | -0.30 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.53 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1206 | 494 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 196 | 24 | 254 | 137 | 83 | 34 | 25 | 2869 | 531 | 480 | 2130 | 54 | Volume |
| 0.12 | 0.01 | 0.15 | 0.08 | 0.07 | 0.07 | 0.01 | 0.56 | 0.31 | 0.14 | 0.42 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.12 | | V/C | 0.07 | | V/C | 0.56 | | V/C | 0.14 | | 0.888 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.10 | | RTOG | 0.07 | | RTOG | 0.56 | | RTOG | 0.69 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.29 | | RTOR | 0.12 | | RTOR | 0.17 | | |
| RTC | 0.21 | | RTC | 0.28 | | RTC | 0.65 | | RTC | 0.82 | | |
| Addl ICU | -0.06 | | Addl ICU | -0.21 | | Addl ICU | -0.34 | | Addl ICU | -0.78 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.94 |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2035 – WITH PROJECT
2011 APPROVED PROJECT
PM PEAK HOUR**

IUSD High School #5 TIA
 Year 2035 With Project
 2011 Approved Project

Impact Analysis Report
 Level Of Service

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|------|-------------|---------|--------|-------------|---------|--------------|
| | LOS | Del/ Veh | V/ C | LOS | Del/ Veh | V/ C | |
| # 1 "B" St & Driveway 1 | B | 10.3 | 0.006 | B | 10.3 | 0.006 | + 0.000 D/V |
| # 2 "B" St & Driveway 2 | B | 11.0 | 0.029 | B | 11.0 | 0.029 | + 0.000 D/V |
| # 3 Driveway 3 & "LQ" St | B | 10.4 | 0.031 | B | 10.4 | 0.031 | + 0.000 D/V |
| # 4 Driveway 4 & "LQ" St | B | 11.3 | 0.011 | B | 11.3 | 0.011 | + 0.000 D/V |
| # 5 "LQ" St & Driveway 5 | B | 10.6 | 0.040 | B | 10.6 | 0.040 | + 0.000 D/V |
| # 6 "LQ" St & Driveway 6 | C | 24.5 | 0.321 | C | 24.5 | 0.321 | + 0.000 D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 D/V |
| #282 Jeffrey Rd & Portola Pkwy | B | xxxxx | 0.666 | B | xxxxx | 0.666 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxx | 0.928 | E | xxxxx | 0.928 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | C | xxxxx | 0.749 | C | xxxxx | 0.749 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | D | xxxxx | 0.875 | D | xxxxx | 0.875 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxx | 0.595 | A | xxxxx | 0.595 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | D | xxxxx | 0.807 | D | xxxxx | 0.807 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | E | xxxxx | 0.919 | E | xxxxx | 0.919 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | E | 57.3 | 1.073 | E | 57.3 | 1.073 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 17.2 | 0.832 | B | 17.2 | 0.832 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxx | 1.129 | F | xxxxx | 1.129 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | A | 8.3 | 0.625 | A | 8.3 | 0.625 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 12.1 | 0.826 | B | 12.1 | 0.826 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | F | xxxxx | 1.052 | F | xxxxx | 1.052 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | B | xxxxx | 0.656 | B | xxxxx | 0.656 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxx | 0.597 | A | xxxxx | 0.597 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | D | xxxxx | 0.828 | D | xxxxx | 0.828 | + 0.000 V/C |

IUSD High School #5 TIA
 Year 2035 With Project
 2011 Approved Project

| Intersection | Base | | Future | | Change in | |
|-------------------------------------|-------------|--------------|-------------|--------------|--------------|-----|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | | |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | A | 7.1 0.611 | A | 7.1 0.611 | + 0.000 | D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 24.3 0.890 | C | 24.3 0.890 | + 0.000 | D/V |
| #444 Sand Canyon Ave & Burt Rd | E | xxxxxx 0.916 | E | xxxxxx 0.916 | + 0.000 | V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 13.5 0.526 | B | 13.5 0.526 | + 0.000 | D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | C | 20.4 0.582 | C | 20.4 0.582 | + 0.000 | D/V |
| #556 Ridge Valley & Portola Pkwy | C | xxxxxx 0.735 | C | xxxxxx 0.735 | + 0.000 | V/C |
| #557 "O" St & "C" St | A | 2.7 0.241 | A | 2.7 0.241 | + 0.000 | V/C |
| #558 "O" St & Irvine Blvd | D | xxxxxx 0.858 | D | xxxxxx 0.858 | + 0.000 | V/C |
| #559 "O" St & Trabuco Rd | C | xxxxxx 0.738 | C | xxxxxx 0.738 | + 0.000 | V/C |
| #560 "O" St & Marine Wy | C | xxxxxx 0.719 | C | xxxxxx 0.719 | + 0.000 | V/C |
| #563 "B" St & Irvine Blvd | D | xxxxxx 0.814 | D | xxxxxx 0.814 | + 0.000 | V/C |
| #566 Marine Wy & Barranca Pkwy | B | xxxxxx 0.678 | B | xxxxxx 0.678 | + 0.000 | V/C |
| #567 Marine Wy & Alton Pkwy | B | xxxxxx 0.672 | B | xxxxxx 0.672 | + 0.000 | V/C |
| #569 Bake Pkwy & Marine Wy | C | xxxxxx 0.788 | C | xxxxxx 0.788 | + 0.000 | V/C |
| #571 Portola Springs & Portola Pkwy | A | xxxxxx 0.534 | A | xxxxxx 0.534 | + 0.000 | V/C |
| #572 Modjeska/"A" St & Irvine Blvd | D | xxxxxx 0.850 | D | xxxxxx 0.850 | + 0.000 | V/C |
| #603 "O" St & "LN" St | A | xxxxxx 0.355 | A | xxxxxx 0.355 | + 0.000 | V/C |
| #605 "O" St & "LQ" St | A | 3.5 0.439 | A | 3.5 0.439 | + 0.000 | V/C |
| #608 "O" St & "LV" St | A | xxxxxx 0.343 | A | xxxxxx 0.343 | + 0.000 | V/C |
| #626 "LY" St & "LQ" St | A | 4.6 0.334 | A | 4.6 0.334 | + 0.000 | V/C |
| #627 "LY" St & Irvine Blvd | B | xxxxxx 0.656 | B | xxxxxx 0.656 | + 0.000 | V/C |
| #631 "LY" St & Trabuco Rd | B | 10.1 0.077 | B | 10.1 0.077 | + 0.000 | D/V |
| #782 "A" St & "LQ" St | A | 4.4 0.324 | A | 4.4 0.324 | + 0.000 | V/C |
| #787 "Z" St & "LQ" St | B | 14.3 0.046 | B | 14.3 0.046 | + 0.000 | D/V |
| #790 "Z" St & Irvine Blvd | B | 7.3 0.793 | B | 7.3 0.793 | + 0.000 | D/V |

IUSD High School #5 TIA
 Year 2035 With Project
 2011 Approved Project

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #798 "B" St & "LQ" St | A xxxxx | 0.458 | A xxxxx | 0.458 | + 0.000 V/C |
| #799 "B" St & Marine Wy | B xxxxx | 0.639 | B xxxxx | 0.639 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | E xxxxx | 0.953 | E xxxxx | 0.953 | + 0.000 V/C |

IUSD High School #5 TIA
Year 2035 With Project
2011 Approved Project

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

IUSD High School #5 TIA
Year 2035 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Delay.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=4]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=564]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

 IUSD High School #5 TIA
 Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|---|---|-----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 372 | | 0 | 0 | | 188 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 4 |
| Major Street Volume: | | | | | 560 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 4 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 374 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Year 2035 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Delay.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=30]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=547]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

 IUSD High School #5 TIA
 Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|----|-----|------------|---|---|------------|---|---|---|---|---|----|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 329 | 0 | 0 | 29 | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 21 | 0 | 0 | | |
| Major Street Volume: | | | | | | | 517 | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | | | 30 | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | 512 | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Year 2035 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, FinalVolume, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=21]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=701]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

 IUSD High School #5 TIA
 Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | | 10 | 303 | 0 | | | 0 | 364 | 3 | | |
| Major Street Volume: | | | | | 680 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 21 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 418 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Year 2035 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Lanes, Final Volume, and Approach Delay.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=7]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=678]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

 IUSD High School #5 TIA
 Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 5 | | 13 | 291 | 0 | 0 | | 0 | 362 | 5 | | |
| Major Street Volume: | | | | | 671 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 7 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 422 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
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Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, FinalVolume, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=27]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=704]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|---|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 293 | 0 | 0 | 0 | 0 | 384 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | | | | | 677 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 27 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 323 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
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Peak Hour Delay Signal Warrant Report

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, FinalVolume, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=90]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1162]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|----|------------|---|----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 13 | 649 | 0 | 0 | 0 | 0 | 373 | 37 | 79 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | 1072 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 90 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 344 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

 Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 728 | 0 | 0 | 443 | 48 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

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IUSD High School #5 TIA
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 728 | 0 | 0 | 0 | 0 | 443 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | | | | | 1219 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 0 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 217 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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IUSD High School #5 TIA
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Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, FinalVolume, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=67]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=325]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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 IUSD High School #5 TIA
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|----|------------|---|----|------------|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 10 | 114 | 0 | 0 | 115 | 19 | 57 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Major Street Volume: | 258 | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 67 | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 957 | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Lanes, Final Volume, and Approach Delay.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=4]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=747]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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 IUSD High School #5 TIA
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 55 | 304 | 0 | 0 | 0 | 0 | 382 | 2 | 0 | 0 |
| Major Street Volume: | | | | | 743 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 4 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 387 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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IUSD High School #5 TIA
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.3]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0-1).

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 rows for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for gap components (Critical Gp, FollowUpTim) and 4 rows for North, South, East, West bounds.

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 rows for North, South, East, West bounds.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 rows for North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[11.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 6 rows of volume data.

Critical Gap Module table with 12 columns and 2 rows of critical gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity and volume/capacity data.

Level of Service Module table with 12 columns and 8 rows of level of service and delay data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[10.4]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns for movements (L, T, R). Rows include Control, Rights, and Lanes.

Table with 12 columns representing volume components: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table with 12 columns for Critical Gap Module: Critical Gp, FollowUpTim, and various gap values.

Table with 12 columns for Capacity Module: Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with 12 columns for Level of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[11.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 6 rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns for movements and 2 rows for Critical Gp and FollowUpTim.

Capacity Module: Table with 12 columns for movements and 4 rows for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns for movements and 5 rows for 2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B [10.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes (0 0 1 0 0).

Volume Module table with 12 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows for Critical Gap and FollowUpTime.

Capacity Module table with 12 columns and 4 rows for Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 8 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: C [24.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for North, South, East, West.

Critical Gap Module: Table with 12 columns for critical gap and follow-up time components and 4 columns for North, South, East, West.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for North, South, East, West.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for North, South, East, West.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module table with 12 columns for Critical Gap and FollowUpTim.

Capacity Module table with 12 columns for various capacity metrics like Cnflct Vol, Potent Cap., etc.

Level of Service Module table with 12 columns for LOS-related metrics like 2Way95thQ, Control Del, etc.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.928
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity metrics and 2 rows for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.875
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat. values.

Capacity Analysis Module:

Table with 12 columns for Vol/Sat and Crit Moves values.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows including Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 13 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module table with 13 columns representing capacity and critical moves like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: E

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.073
Loss Time (sec): 0 Average Delay (sec/veh): 57.3
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with 12 columns for volume metrics (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume) and 4 rows.

Saturation Flow Module: Table with 12 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.) and 4 rows.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ) and 9 rows.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 0 Average Delay (sec/veh): 17.2
Optimal Cycle: 136 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.129
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 0 Average Delay (sec/veh): 8.3
Optimal Cycle: 61 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 0 Average Delay (sec/veh): 12.1
Optimal Cycle: 131 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.052
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume per saturation and critical moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.828
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat and Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 0 Average Delay (sec/veh): 7.1
Optimal Cycle: 59 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

-----|-----|-----|-----|

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

-----|-----|-----|-----|

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

-----|-----|-----|-----|

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 0 Average Delay (sec/veh): 24.3
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 0 Average Delay (sec/veh): 13.5
Optimal Cycle: 48 Level Of Service: B

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 0 Average Delay (sec/veh): 20.4
Optimal Cycle: 55 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 41 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity metrics and 3 rows for Vol/Sat, Crit Moves, and a summary row.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.7 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control (Yield Sign) and Lanes (2, 2, 1, 1).

Volume Module:

Table showing volume adjustments: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

PCE Module:

Table showing PCE adjustments: AutoPCE, TruckPCE, ComboPCE, BicyclePCE, AdjVolume.

Delay Module: >> Time Period: 0.25 hours <<

Table showing delay metrics: CircVolume, MaxVolume, PedVolume, AdjMaxVol, ApproachVol, ApproachV/C, ApproachDel, ApproachLOS, Queue.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.858
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: C

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis factors like Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: B

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.534
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

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ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.850
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.355
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.5 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control (Yield Sign) and Lanes (2, 2, 1, 1).

Volume Module:

Table with 13 columns for various volume and adjustment factors: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

PCE Module:

Table with 13 columns for PCE-related metrics: AutoPCE, TruckPCE, ComboPCE, BicyclePCE, AdjVolume.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns for delay metrics: CircVolume, MaxVolume, PedVolume, AdjMaxVol, ApproachVol, ApproachV/C, ApproachDel, ApproachLOS, Queue.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.343
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.6 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 12 columns representing different PCE (Passenger Car Equivalent) volumes like AutoPCE, TruckPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[10.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing volume components and 4 rows: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module table with 12 columns representing gap components and 2 rows: Critical Gp, FollowUpTim.

Capacity Module table with 12 columns representing capacity components and 4 rows: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module table with 12 columns representing LOS components and 6 rows: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Year 2035 With Project
2011 Approved Project

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.4 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 13 columns representing different PCE types and volumes like AutoPCE, TruckPCE, ComboPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

IUSD High School #5 TIA
Year 2035 With Project
2011 Approved Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[14.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 7 rows of volume data.

Critical Gap Module table with 12 columns and 2 rows of critical gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity-related data.

Level of Service Module table with 12 columns and 8 rows of level of service and delay data.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 With Project
2011 Approved Project

Level Of Service Computation Report

1994 HCM Operations Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 5 Average Delay (sec/veh): 7.3
Optimal Cycle: 53 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, DesignQueue.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 With Project
2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes for "B" St and "LQ" St.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Year 2035 With Project
2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2035 With Project
2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 134 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 372 | 0 | 0 | 188 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | Volume |
| 0.00 | 0.22 | 0.00 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.22 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.219 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.22 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.11 | RTOR | | 0.00 | |
| RTC | | 0.22 | RTC | | 0.22 | RTC | | 0.08 | RTC | | 0.00 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.22 | Addl ICU | | -0.08 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 850 | 0 | 850 | Total Saturation |
| 0 | 329 | 0 | 29 | 159 | 0 | 0 | 0 | 0 | 9 | 0 | 21 | Volume |
| 0.00 | 0.19 | 0.00 | 0.02 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.19 | V/C | | 0.02 | V/C | | 0.00 | V/C | | 0.01 | 0.221 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.21 | RTOG | | -0.01 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.12 | RTOR | | 0.02 | |
| RTC | | 0.20 | RTC | | 0.22 | RTC | | 0.08 | RTC | | 0.02 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.22 | Addl ICU | | -0.08 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.27 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1686 | 14 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 21 | 10 | 303 | 0 | 0 | 364 | 3 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.18 | 0.00 | 0.00 | 0.22 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.22 | 0.222 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.22 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.03 | RTC | | 0.00 | RTC | | 0.22 | RTC | | 0.22 | |
| Addl ICU | | -0.03 | Addl ICU | | 0.01 | Addl ICU | | -0.22 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.01 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.28 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1677 | 23 | Total Saturation |
| 0 | 0 | 0 | 2 | 0 | 5 | 13 | 291 | 0 | 0 | 362 | 5 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.17 | 0.00 | 0.00 | 0.22 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.00 | | V/C | 0.01 | | V/C | 0.22 | | 0.226 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.00 | | RTOG | 0.00 | | RTOG | 0.22 | | RTOG | 0.22 | | Right Turn Adjustment |
| RTOR | 0.05 | | RTOR | 0.01 | | RTOR | 0.00 | | RTOR | 0.00 | | |
| RTC | 0.04 | | RTC | 0.01 | | RTC | 0.23 | | RTC | 0.22 | | |
| Addl ICU | -0.04 | | Addl ICU | 0.00 | | Addl ICU | -0.23 | | Addl ICU | 0.00 | | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.28 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 293 | 0 | 0 | 384 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | Volume |
| 0.00 | 0.17 | 0.00 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.23 | V/C | | 0.00 | V/C | | 0.00 | 0.226 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.23 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.05 | |
| RTC | | 0.23 | RTC | | 0.23 | RTC | | 0.00 | RTC | | 0.04 | |
| Addl ICU | | -0.23 | Addl ICU | | -0.23 | Addl ICU | | 0.02 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.02 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1547 | 153 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 13 | 649 | 0 | 0 | 373 | 37 | 79 | 0 | 11 | 0 | 0 | 0 | Volume |
| 0.01 | 0.38 | 0.00 | 0.00 | 0.24 | 0.24 | 0.05 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.38 | V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.00 | 0.428 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.38 | RTOG | | 0.37 | RTOG | | 0.05 | RTOG | | -0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.14 | RTOR | | 0.00 | |
| RTC | | 0.42 | RTC | | 0.41 | RTC | | 0.15 | RTC | | -0.05 | |
| Addl ICU | | -0.42 | Addl ICU | | -0.17 | Addl ICU | | -0.15 | Addl ICU | | 0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.48 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 728 | 0 | 0 | 443 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.43 | 0.00 | 0.00 | 0.26 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.43 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.428 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.43 | RTOG | | 0.43 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.17 | RTOR | | 0.00 | |
| RTC | | 0.43 | RTC | | 0.43 | RTC | | 0.13 | RTC | | 0.00 | |
| Addl ICU | | -0.43 | Addl ICU | | -0.40 | Addl ICU | | -0.13 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.48 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 752 | 31 | 72 | 126 | 68 | 42 | 131 | 1186 | 441 | 323 | 891 | 31 | Volume |
| 0.22 | 0.02 | 0.00 | 0.07 | 0.04 | 0.02 | 0.08 | 0.23 | 0.26 | 0.10 | 0.17 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.22 | | V/C | 0.04 | | V/C | 0.23 | | V/C | 0.10 | | 0.589 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.19 | | RTOG | 0.04 | | RTOG | 0.23 | | RTOG | 0.25 | | Right Turn Adjustment |
| RTOR | 0.10 | | RTOR | 0.15 | | RTOR | 0.22 | | RTOR | 0.24 | | |
| RTC | 0.26 | | RTC | 0.15 | | RTC | 0.40 | | RTC | 0.43 | | |
| Addl ICU | -0.26 | | Addl ICU | -0.13 | | Addl ICU | -0.14 | | Addl ICU | -0.41 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 112 | 805 | 413 | 236 | 431 | 166 | 107 | 1532 | 278 | 297 | 2107 | 384 | Volume |
| 0.03 | 0.16 | 0.00 | 0.07 | 0.08 | 0.10 | 0.03 | 0.30 | 0.16 | 0.09 | 0.41 | 0.23 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.07 | V/C | | 0.03 | V/C | | 0.41 | 0.672 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.19 | RTOG | | 0.36 | RTOG | | 0.41 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.03 | RTOR | | 0.14 | RTOR | | 0.07 | |
| RTC | | 0.27 | RTC | | 0.22 | RTC | | 0.46 | RTC | | 0.47 | |
| Addl ICU | | -0.27 | Addl ICU | | -0.12 | Addl ICU | | -0.30 | Addl ICU | | -0.24 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.72 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 0.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3834 | 1266 | 3400 | 5100 | 1700 | 1700 | 850 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 399 | 1269 | 419 | 74 | 688 | 253 | 249 | 255 | 252 | 223 | 241 | 98 | Volume |
| 0.12 | 0.33 | 0.33 | 0.02 | 0.13 | 0.15 | 0.15 | 0.30 | 0.10 | 0.07 | 0.14 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.33 | V/C | | 0.02 | V/C | | 0.30 | V/C | | 0.07 | 0.718 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.33 | RTOG | | 0.24 | RTOG | | 0.30 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.22 | RTOR | | 0.22 | RTOR | | 0.02 | |
| RTC | | 0.38 | RTC | | 0.40 | RTC | | 0.46 | RTC | | 0.24 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.25 | Addl ICU | | -0.36 | Addl ICU | | -0.18 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 242 | 1941 | 501 | 97 | 942 | 151 | 373 | 676 | 162 | 265 | 706 | 277 | Volume |
| 0.07 | 0.38 | 0.29 | 0.03 | 0.14 | 0.09 | 0.11 | 0.20 | 0.10 | 0.08 | 0.21 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.38 | | V/C | 0.03 | | V/C | 0.11 | | V/C | 0.21 | | 0.726 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.38 | | RTOG | 0.34 | | RTOG | 0.24 | | RTOG | 0.21 | | Right Turn Adjustment |
| RTOR | 0.12 | | RTOR | 0.11 | | RTOR | 0.27 | | RTOR | 0.03 | | |
| RTC | 0.47 | | RTC | 0.42 | | RTC | 0.44 | | RTC | 0.23 | | |
| Addl ICU | -0.17 | | Addl ICU | -0.33 | | Addl ICU | -0.35 | | Addl ICU | -0.07 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 827 | 0 | 338 | 0 | 0 | 0 | 0 | 771 | 287 | 254 | 726 | 0 | Volume |
| 0.24 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.23 | 0.00 | 0.07 | 0.21 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.24 | | V/C | 0.00 | | V/C | 0.23 | | V/C | 0.07 | | 0.545 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.24 | | RTOG | -0.24 | | RTOG | 0.23 | | RTOG | 0.30 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.09 | | RTOR | 0.24 | | RTOR | 0.24 | | |
| RTC | 0.30 | | RTC | -0.18 | | RTC | 0.41 | | RTC | 0.48 | | |
| Addl ICU | -0.20 | | Addl ICU | 0.18 | | Addl ICU | -0.41 | | Addl ICU | -0.48 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.59 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 544 | 893 | 558 | 115 | 499 | 203 | 192 | 157 | 190 | 540 | 2009 | 520 | Volume |
| 0.16 | 0.18 | 0.16 | 0.03 | 0.15 | 0.12 | 0.06 | 0.02 | 0.11 | 0.16 | 0.39 | 0.31 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.16 | | V/C | 0.15 | | V/C | 0.06 | | V/C | 0.39 | | 0.757 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.27 | | RTOG | 0.15 | | RTOG | 0.29 | | RTOG | 0.39 | | Right Turn Adjustment |
| RTOR | 0.43 | | RTOR | 0.06 | | RTOR | 0.16 | | RTOR | 0.13 | | |
| RTC | 0.59 | | RTC | 0.19 | | RTC | 0.41 | | RTC | 0.49 | | |
| Addl ICU | -0.43 | | Addl ICU | -0.07 | | Addl ICU | -0.30 | | Addl ICU | -0.19 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.81 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 725 | 2129 | 466 | 390 | 774 | 193 | 222 | 601 | 238 | 422 | 538 | 462 | Volume |
| 0.21 | 0.42 | 0.00 | 0.11 | 0.15 | 0.11 | 0.07 | 0.12 | 0.00 | 0.12 | 0.11 | 0.27 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.42 | V/C | | 0.11 | V/C | | 0.12 | V/C | | 0.12 | 0.774 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.32 | RTOG | | 0.12 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.14 | RTOR | | 0.38 | RTOR | | 0.11 | |
| RTC | | 0.51 | RTC | | 0.42 | RTC | | 0.40 | RTC | | 0.26 | |
| Addl ICU | | -0.51 | Addl ICU | | -0.31 | Addl ICU | | -0.40 | Addl ICU | | 0.01 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.01 | | 0.01 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 0.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 2485 | 915 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 683 | 2851 | 965 | 231 | 1428 | 266 | 380 | 140 | 234 | 612 | 671 | 463 | Volume |
| 0.20 | 0.42 | 0.57 | 0.07 | 0.21 | 0.16 | 0.15 | 0.15 | 0.07 | 0.18 | 0.26 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.42 | | V/C | 0.07 | | V/C | 0.15 | | V/C | 0.26 | | 0.903 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.42 | | RTOG | 0.29 | | RTOG | 0.24 | | RTOG | 0.26 | | Right Turn Adjustment |
| RTOR | 0.26 | | RTOR | 0.15 | | RTOR | 0.28 | | RTOR | 0.07 | | |
| RTC | 0.62 | | RTC | 0.40 | | RTC | 0.44 | | RTC | 0.31 | | |
| Addl ICU | -0.05 | | Addl ICU | -0.24 | | Addl ICU | -0.38 | | Addl ICU | -0.13 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.95 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 3815 | 284 | 502 | 1783 | 0 | 568 | 0 | 352 | 0 | 0 | 0 | Volume |
| 0.00 | 0.56 | 0.17 | 0.15 | 0.26 | 0.00 | 0.13 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | N/A | | Initial ICU |
| V/C | 0.56 | | V/C | 0.15 | | V/C | 0.13 | | V/C | 0.00 | | 0.842 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.56 | | RTOG | 0.71 | | RTOG | 0.13 | | RTOG | -0.13 | | Right Turn Adjustment |
| RTOR | 0.13 | | RTOR | 0.13 | | RTOR | 0.45 | | RTOR | 0.15 | | |
| RTC | 0.66 | | RTC | 0.81 | | RTC | 0.47 | | RTC | -0.02 | | |
| Addl ICU | -0.49 | | Addl ICU | -0.81 | | Addl ICU | -0.33 | | Addl ICU | 0.02 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.89 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4964 | 136 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 10 | 3517 | 96 | 116 | 1923 | 11 | 45 | 3 | 26 | 53 | 1 | 107 | Volume |
| 0.01 | 0.71 | 0.71 | 0.07 | 0.38 | 0.01 | 0.03 | 0.00 | 0.02 | 0.03 | 0.00 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.71 | V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.03 | 0.810 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.71 | RTOG | | 0.77 | RTOG | | 0.00 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.40 | RTOR | | 0.07 | |
| RTC | | 0.73 | RTC | | 0.80 | RTC | | 0.30 | RTC | | 0.06 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.79 | Addl ICU | | -0.29 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.86 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 214 | 1647 | 137 | 636 | 1172 | 220 | 344 | 273 | 96 | 210 | 94 | 1592 | Volume |
| 0.13 | 0.32 | 0.08 | 0.19 | 0.23 | 0.13 | 0.10 | 0.16 | 0.06 | 0.06 | 0.06 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.32 | V/C | | 0.19 | V/C | | 0.16 | V/C | | 0.06 | 0.732 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.32 | RTOG | | 0.38 | RTOG | | 0.16 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.17 | RTOR | | 0.28 | RTOR | | 0.19 | |
| RTC | | 0.37 | RTC | | 0.51 | RTC | | 0.37 | RTC | | 0.26 | |
| Addl ICU | | -0.29 | Addl ICU | | -0.38 | Addl ICU | | -0.31 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.78 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 93 | 0 | 240 | 0 | 1771 | 136 | 170 | 2805 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.07 | 0.00 | 0.26 | 0.08 | 0.10 | 0.55 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.05 | | V/C | 0.00 | | V/C | 0.55 | | 0.605 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.05 | | RTOG | 0.05 | | RTOG | 0.45 | | RTOG | 0.55 | | Right Turn Adjustment |
| RTOR | 0.29 | | RTOR | 0.00 | | RTOR | 0.05 | | RTOR | 0.05 | | |
| RTC | 0.16 | | RTC | 0.05 | | RTC | 0.49 | | RTC | 0.59 | | |
| Addl ICU | -0.16 | | Addl ICU | 0.02 | | Addl ICU | -0.41 | | Addl ICU | -0.59 | | |
| | 0.00 | | | 0.02 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4594 | 506 | Total Saturation |
| 182 | 0 | 339 | 0 | 0 | 0 | 0 | 1799 | 215 | 0 | 2834 | 312 | Volume |
| 0.11 | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.53 | 0.00 | 0.00 | 0.62 | 0.62 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.11 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.62 | 0.724 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | -0.11 | RTOG | | 0.62 | RTOG | | 0.62 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.00 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | 0.17 | RTC | | -0.11 | RTC | | 0.70 | RTC | | 0.70 | |
| Addl ICU | | 0.03 | Addl ICU | | 0.11 | Addl ICU | | -0.70 | Addl ICU | | -0.08 | |
| | | 0.03 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.80 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 747 | 1277 | 194 | 270 | 645 | 1002 | 943 | 1324 | 344 | 150 | 1984 | 390 | Volume |
| 0.22 | 0.25 | 0.00 | 0.08 | 0.13 | 0.00 | 0.18 | 0.26 | 0.20 | 0.04 | 0.39 | 0.23 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.25 | V/C | | 0.08 | V/C | | 0.18 | V/C | | 0.39 | 0.904 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.25 | RTOG | | 0.11 | RTOG | | 0.53 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.31 | RTOR | | 0.18 | RTOR | | 0.20 | RTOR | | 0.08 | |
| RTC | | 0.49 | RTC | | 0.25 | RTC | | 0.68 | RTC | | 0.45 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.25 | Addl ICU | | -0.48 | Addl ICU | | -0.22 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.95 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5044 | 56 | 1700 | 401 | 1299 | 1700 | 1700 | 1700 | Total Saturation |
| 37 | 2231 | 348 | 42 | 1172 | 13 | 16 | 29 | 94 | 121 | 15 | 79 | Volume |
| 0.02 | 0.44 | 0.00 | 0.02 | 0.23 | 0.23 | 0.01 | 0.07 | 0.07 | 0.07 | 0.01 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.44 | V/C | | 0.02 | V/C | | 0.07 | V/C | | 0.07 | 0.606 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.44 | RTOG | | 0.44 | RTOG | | 0.07 | RTOG | | 0.13 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.13 | RTOR | | 0.23 | RTOR | | 0.02 | |
| RTC | | 0.49 | RTC | | 0.54 | RTC | | 0.24 | RTC | | 0.15 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.31 | Addl ICU | | -0.17 | Addl ICU | | -0.11 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5076 | 24 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 22 | 2165 | 366 | 74 | 1689 | 8 | 43 | 23 | 140 | 322 | 14 | 129 | Volume |
| 0.01 | 0.42 | 0.00 | 0.02 | 0.33 | 0.33 | 0.03 | 0.01 | 0.00 | 0.09 | 0.01 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.42 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.09 | 0.555 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.43 | RTOG | | 0.01 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.10 | RTOR | | 0.11 | RTOR | | 0.02 | |
| RTC | | 0.50 | RTC | | 0.51 | RTC | | 0.10 | RTC | | 0.10 | |
| Addl ICU | | -0.50 | Addl ICU | | -0.18 | Addl ICU | | -0.10 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.60 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2471 | 929 | Total Saturation |
| 23 | 1160 | 377 | 149 | 1100 | 783 | 1225 | 552 | 6 | 148 | 362 | 136 | Volume |
| 0.01 | 0.23 | 0.00 | 0.04 | 0.22 | 0.00 | 0.36 | 0.16 | 0.00 | 0.04 | 0.15 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.23 | V/C | | 0.04 | V/C | | 0.36 | V/C | | 0.15 | 0.778 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.26 | RTOG | | 0.46 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.34 | RTOR | | 0.36 | RTOR | | 0.06 | RTOR | | 0.04 | |
| RTC | | 0.49 | RTC | | 0.53 | RTC | | 0.50 | RTC | | 0.18 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.53 | Addl ICU | | -0.50 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.83 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3419 | 1077 | 0 | 2067 | 0 | 0 | 0 | 0 | 143 | 0 | 497 | Volume |
| 0.00 | 0.50 | 0.00 | 0.00 | 0.41 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.50 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.08 | 0.587 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.50 | RTOG | | 0.50 | RTOG | | -0.08 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.08 | RTOR | | 0.10 | RTOR | | 0.00 | |
| RTC | | 0.57 | RTC | | 0.57 | RTC | | -0.01 | RTC | | 0.08 | |
| Addl ICU | | -0.57 | Addl ICU | | -0.57 | Addl ICU | | 0.01 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.65 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 2280 | 0 | 0 | 1409 | 916 | 2366 | 0 | 263 | 0 | 0 | 0 | Volume |
| 0.00 | 0.45 | 0.00 | 0.00 | 0.28 | 0.00 | 0.46 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.45 | V/C | | 0.00 | V/C | | 0.46 | V/C | | 0.00 | 0.911 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.45 | RTOG | | 0.45 | RTOG | | 0.46 | RTOG | | -0.46 | Right Turn Adjustment |
| RTOR | | 0.46 | RTOR | | 0.46 | RTOR | | 0.17 | RTOR | | 0.00 | |
| RTC | | 0.80 | RTC | | 0.80 | RTC | | 0.59 | RTC | | -0.46 | |
| Addl ICU | | -0.80 | Addl ICU | | -0.80 | Addl ICU | | -0.44 | Addl ICU | | 0.46 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.96 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 184 | 0 | 225 | 0 | 1162 | 374 | 359 | 1369 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.07 | 0.00 | 0.34 | 0.22 | 0.11 | 0.40 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.11 | V/C | | 0.34 | V/C | | 0.11 | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.11 | RTOG | | 0.11 | RTOG | | 0.34 | RTOG | | 0.45 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.04 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | -0.03 | RTC | | 0.14 | RTC | | 0.42 | RTC | | 0.53 | |
| Addl ICU | | 0.03 | Addl ICU | | -0.08 | Addl ICU | | -0.20 | Addl ICU | | -0.53 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.61 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 445 | 0 | 557 | 0 | 0 | 0 | 0 | 1134 | 214 | 303 | 1281 | 0 | Volume |
| 0.13 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.33 | 0.00 | 0.18 | 0.38 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.33 | V/C | | 0.18 | 0.643 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | -0.13 | RTOG | | 0.33 | RTOG | | 0.51 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.14 | RTOR | | 0.13 | RTOR | | 0.13 | |
| RTC | | 0.26 | RTC | | -0.03 | RTC | | 0.43 | RTC | | 0.61 | |
| Addl ICU | | -0.10 | Addl ICU | | 0.03 | Addl ICU | | -0.43 | Addl ICU | | -0.61 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.69 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 176 | 101 | 327 | 30 | 64 | 17 | 8 | 1026 | 176 | 106 | 649 | 87 | Volume |
| 0.10 | 0.06 | 0.19 | 0.02 | 0.02 | 0.01 | 0.00 | 0.30 | 0.10 | 0.06 | 0.19 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.10 | | V/C | 0.02 | | V/C | 0.30 | | V/C | 0.06 | | 0.486 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.10 | | RTOG | 0.02 | | RTOG | 0.30 | | RTOG | 0.36 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.17 | | RTOR | 0.10 | | RTOR | 0.06 | | |
| RTC | 0.15 | | RTC | 0.15 | | RTC | 0.38 | | RTC | 0.41 | | |
| Addl ICU | 0.04 | | Addl ICU | -0.14 | | Addl ICU | -0.28 | | Addl ICU | -0.36 | | |
| | 0.04 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 325 | 1375 | 850 | 292 | 1408 | Total Saturation |
| 51 | 433 | 1 | 66 | 249 | 69 | 112 | 26 | 110 | 2 | 17 | 82 | Volume |
| 0.06 | 0.25 | 0.00 | 0.08 | 0.15 | 0.08 | 0.13 | 0.08 | 0.08 | 0.00 | 0.06 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.25 | V/C | | 0.08 | V/C | | 0.13 | V/C | | 0.06 | 0.522 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.25 | RTOG | | 0.27 | RTOG | | 0.19 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.13 | RTOR | | 0.19 | RTOR | | 0.08 | |
| RTC | | 0.34 | RTC | | 0.37 | RTC | | 0.33 | RTC | | 0.12 | |
| Addl ICU | | -0.34 | Addl ICU | | -0.29 | Addl ICU | | -0.25 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.57 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 268 | 278 | 113 | 127 | 131 | 298 | 421 | 1604 | 171 | 123 | 2524 | 298 | Volume |
| 0.08 | 0.08 | 0.07 | 0.07 | 0.04 | 0.00 | 0.12 | 0.31 | 0.10 | 0.04 | 0.49 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.07 | V/C | | 0.12 | V/C | | 0.49 | 0.775 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | 0.08 | RTOG | | 0.58 | RTOG | | 0.49 | Right Turn Adjustment |
| RTOR | | 0.30 | RTOR | | 0.12 | RTOR | | 0.12 | RTOR | | 0.07 | |
| RTC | | 0.31 | RTC | | 0.17 | RTC | | 0.67 | RTC | | 0.55 | |
| Addl ICU | | -0.24 | Addl ICU | | -0.17 | Addl ICU | | -0.57 | Addl ICU | | -0.38 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.83 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3152 | 248 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3045 | 355 | Total Saturation |
| 359 | 369 | 29 | 53 | 293 | 673 | 809 | 555 | 331 | 27 | 567 | 66 | Volume |
| 0.11 | 0.12 | 0.12 | 0.03 | 0.09 | 0.40 | 0.24 | 0.16 | 0.19 | 0.02 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.11 | | V/C | 0.09 | | V/C | 0.24 | | V/C | 0.19 | | 0.616 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.16 | | RTOG | 0.09 | | RTOG | 0.41 | | RTOG | 0.19 | | Right Turn Adjustment |
| RTOR | 0.26 | | RTOR | 0.24 | | RTOR | 0.11 | | RTOR | 0.07 | | |
| RTC | 0.36 | | RTC | 0.26 | | RTC | 0.49 | | RTC | 0.24 | | |
| Addl ICU | -0.24 | | Addl ICU | 0.13 | | Addl ICU | -0.29 | | Addl ICU | -0.06 | | |
| | 0.00 | | | 0.13 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 387 | 0 | 313 | 302 | 798 | 0 | 0 | 1044 | 485 | Volume |
| 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.18 | 0.18 | 0.23 | 0.00 | 0.00 | 0.31 | 0.29 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.11 | V/C | | 0.18 | V/C | | 0.31 | 0.599 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.11 | RTOG | | 0.11 | RTOG | | 0.48 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.18 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | 0.07 | RTC | | 0.25 | RTC | | 0.57 | RTC | | 0.39 | |
| Addl ICU | | -0.07 | Addl ICU | | -0.06 | Addl ICU | | -0.57 | Addl ICU | | -0.11 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.65 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 224 | 0 | 152 | 0 | 0 | 0 | 0 | 2019 | 96 | 91 | 3222 | 0 | Volume |
| 0.13 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.40 | 0.06 | 0.05 | 0.63 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.63 | 0.764 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | -0.13 | RTOG | | 0.58 | RTOG | | 0.63 | Right Turn Adjustment |
| RTOR | | 0.24 | RTOR | | 0.00 | RTOR | | 0.13 | RTOR | | 0.13 | |
| RTC | | 0.31 | RTC | | -0.13 | RTC | | 0.68 | RTC | | 0.73 | |
| Addl ICU | | -0.22 | Addl ICU | | 0.13 | Addl ICU | | -0.62 | Addl ICU | | -0.73 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.81 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 84 | 423 | 141 | 479 | 566 | 281 | 367 | 1076 | 142 | 156 | 718 | 410 | Volume |
| 0.05 | 0.12 | 0.08 | 0.14 | 0.17 | 0.17 | 0.11 | 0.32 | 0.08 | 0.05 | 0.21 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.12 | V/C | | 0.14 | V/C | | 0.32 | V/C | | 0.05 | 0.628 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.22 | RTOG | | 0.32 | RTOG | | 0.25 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.15 | RTOR | | 0.10 | RTOR | | 0.14 | |
| RTC | | 0.16 | RTC | | 0.33 | RTC | | 0.39 | RTC | | 0.36 | |
| Addl ICU | | -0.08 | Addl ICU | | -0.16 | Addl ICU | | -0.31 | Addl ICU | | -0.12 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 484 | 391 | 230 | 126 | 603 | 266 | 221 | 1192 | 631 | 233 | 956 | 89 | Volume |
| 0.14 | 0.12 | 0.14 | 0.07 | 0.18 | 0.16 | 0.07 | 0.23 | 0.00 | 0.07 | 0.19 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.14 | V/C | | 0.18 | V/C | | 0.23 | V/C | | 0.07 | 0.622 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.25 | RTOG | | 0.18 | RTOG | | 0.23 | RTOG | | 0.24 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.11 | RTOR | | 0.14 | RTOR | | 0.20 | |
| RTC | | 0.30 | RTC | | 0.26 | RTC | | 0.34 | RTC | | 0.39 | |
| Addl ICU | | -0.16 | Addl ICU | | -0.11 | Addl ICU | | -0.34 | Addl ICU | | -0.34 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 1700 | 8184 | 316 | 3400 | 1700 | 3400 | 3400 | 1897 | 1503 | Total Saturation |
| 387 | 2949 | 93 | 34 | 2931 | 113 | 243 | 68 | 772 | 134 | 53 | 42 | Volume |
| 0.11 | 0.43 | 0.05 | 0.02 | 0.36 | 0.36 | 0.07 | 0.04 | 0.23 | 0.04 | 0.03 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.11 | V/C | | 0.36 | V/C | | 0.07 | V/C | | 0.03 | 0.571 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.45 | RTOG | | 0.36 | RTOG | | 0.06 | RTOG | | 0.03 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.07 | RTOR | | 0.11 | RTOR | | 0.04 | |
| RTC | | 0.50 | RTC | | 0.41 | RTC | | 0.15 | RTC | | 0.06 | |
| Addl ICU | | -0.44 | Addl ICU | | -0.05 | Addl ICU | | 0.08 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.08 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 406 | 1294 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 372 | 27 | 86 | 27 | 72 | 110 | 36 | 986 | 301 | 33 | 485 | 3 | Volume |
| 0.11 | 0.07 | 0.07 | 0.02 | 0.02 | 0.06 | 0.02 | 0.29 | 0.18 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.11 | V/C | | 0.02 | V/C | | 0.29 | V/C | | 0.02 | 0.440 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.02 | RTOG | | 0.29 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.17 | RTOR | | 0.11 | RTOR | | 0.06 | |
| RTC | | 0.13 | RTC | | 0.15 | RTC | | 0.37 | RTC | | 0.34 | |
| Addl ICU | | -0.06 | Addl ICU | | -0.08 | Addl ICU | | -0.20 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.49 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 80 | 104 | 141 | 271 | 86 | 144 | 137 | 1713 | 67 | 159 | 2740 | 378 | Volume |
| 0.05 | 0.06 | 0.08 | 0.08 | 0.05 | 0.08 | 0.08 | 0.34 | 0.04 | 0.09 | 0.54 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.06 | | V/C | 0.08 | | V/C | 0.08 | | V/C | 0.54 | | 0.759 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.06 | | RTOG | 0.09 | | RTOG | 0.52 | | RTOG | 0.54 | | Right Turn Adjustment |
| RTOR | 0.28 | | RTOR | 0.08 | | RTOR | 0.09 | | RTOR | 0.08 | | |
| RTC | 0.27 | | RTC | 0.15 | | RTC | 0.59 | | RTC | 0.60 | | |
| Addl ICU | -0.19 | | Addl ICU | -0.07 | | Addl ICU | -0.55 | | Addl ICU | -0.37 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.81 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2586 | 814 | 1700 | 3222 | 178 | 1700 | 468 | 1232 | 1700 | 1545 | 155 | Total Saturation |
| 81 | 502 | 158 | 3 | 343 | 19 | 26 | 27 | 71 | 87 | 20 | 2 | Volume |
| 0.05 | 0.19 | 0.19 | 0.00 | 0.11 | 0.11 | 0.02 | 0.06 | 0.06 | 0.05 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.19 | V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.05 | 0.305 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.15 | RTOG | | 0.06 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.10 | RTOR | | 0.09 | RTOR | | 0.00 | |
| RTC | | 0.23 | RTC | | 0.22 | RTC | | 0.12 | RTC | | 0.09 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.11 | Addl ICU | | -0.07 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.35 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | Total Saturation |
| 93 | 723 | 205 | 17 | 507 | 20 | 28 | 88 | 90 | 172 | 48 | 48 | Volume |
| 0.11 | 0.43 | 0.24 | 0.02 | 0.30 | 0.02 | 0.03 | 0.05 | 0.11 | 0.20 | 0.03 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.43 | V/C | | 0.02 | V/C | | 0.05 | V/C | | 0.20 | 0.699 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.43 | RTOG | | 0.34 | RTOG | | 0.05 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.20 | RTOR | | 0.23 | RTOR | | 0.15 | RTOR | | 0.02 | |
| RTC | | 0.58 | RTC | | 0.51 | RTC | | 0.16 | RTC | | 0.24 | |
| Addl ICU | | -0.34 | Addl ICU | | -0.48 | Addl ICU | | -0.06 | Addl ICU | | -0.18 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.75 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3095 | 305 | 1700 | 2957 | 443 | 1700 | 386 | 1314 | 1700 | 1247 | 453 | Total Saturation |
| 26 | 650 | 64 | 3 | 528 | 79 | 123 | 20 | 68 | 56 | 11 | 4 | Volume |
| 0.02 | 0.21 | 0.21 | 0.00 | 0.18 | 0.18 | 0.07 | 0.05 | 0.05 | 0.03 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.21 | V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.03 | 0.296 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.20 | RTOG | | 0.05 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.08 | RTOR | | 0.03 | RTOR | | 0.00 | |
| RTC | | 0.23 | RTC | | 0.25 | RTC | | 0.08 | RTC | | 0.01 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.07 | Addl ICU | | -0.02 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.35 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1294 | 406 | 850 | 1668 | 32 | 850 | 1695 | 5 | 850 | 1672 | 28 | Total Saturation |
| 1 | 150 | 47 | 3 | 104 | 2 | 4 | 369 | 1 | 43 | 300 | 5 | Volume |
| 0.00 | 0.12 | 0.12 | 0.00 | 0.06 | 0.06 | 0.00 | 0.22 | 0.22 | 0.05 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.22 | V/C | | 0.05 | 0.388 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.12 | RTOG | | 0.22 | RTOG | | 0.26 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.09 | RTOR | | 0.06 | RTOR | | 0.00 | |
| RTC | | 0.15 | RTC | | 0.18 | RTC | | 0.26 | RTC | | 0.27 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.12 | Addl ICU | | -0.04 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.44 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 74 | 0 | 78 | 0 | 0 | 0 | 0 | 1787 | 60 | 103 | 2855 | 0 | Volume |
| 0.04 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.04 | 0.06 | 0.56 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.56 | 0.603 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | -0.04 | RTOG | | 0.50 | RTOG | | 0.56 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.20 | RTC | | -0.04 | RTC | | 0.53 | RTC | | 0.59 | |
| Addl ICU | | -0.15 | Addl ICU | | 0.04 | Addl ICU | | -0.50 | Addl ICU | | -0.59 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.65 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 10 | 114 | 0 | 0 | 115 | 19 | 57 | 0 | 10 | 0 | 0 | 0 | Volume |
| 0.01 | 0.07 | 0.00 | 0.00 | 0.07 | 0.01 | 0.03 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.01 | V/C | | 0.07 | V/C | | 0.03 | V/C | | 0.00 | 0.107 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.07 | RTOG | | 0.03 | RTOG | | -0.03 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.10 | RTC | | 0.09 | RTC | | 0.04 | RTC | | -0.03 | |
| Addl ICU | | -0.10 | Addl ICU | | -0.08 | Addl ICU | | -0.03 | Addl ICU | | 0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.16 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 53 | 1647 | 0 | 0 | 1300 | 400 | Total Saturation |
| 0 | 0 | 0 | 11 | 0 | 51 | 12 | 375 | 0 | 0 | 286 | 88 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.06 | 0.23 | 0.23 | 0.00 | 0.00 | 0.22 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.23 | V/C | | 0.22 | 0.461 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.01 | RTOG | | 0.45 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.22 | RTOR | | 0.23 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.15 | RTC | | 0.18 | RTC | | 0.46 | RTC | | 0.23 | |
| Addl ICU | | -0.15 | Addl ICU | | -0.12 | Addl ICU | | -0.46 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.51 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 260 | 1440 | 0 | 0 | 1691 | 9 | Total Saturation |
| 0 | 0 | 0 | 3 | 0 | 1 | 55 | 304 | 0 | 0 | 382 | 2 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.21 | 0.00 | 0.00 | 0.23 | 0.23 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.21 | V/C | | 0.23 | 0.441 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.44 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.23 | RTOR | | 0.21 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.17 | RTC | | 0.16 | RTC | | 0.44 | RTC | | 0.23 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.16 | Addl ICU | | -0.44 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.49 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 71 | 25 | 55 | 64 | 20 | 80 | 82 | 1998 | 70 | 95 | 3206 | 114 | Volume |
| 0.04 | 0.01 | 0.03 | 0.04 | 0.01 | 0.05 | 0.05 | 0.39 | 0.04 | 0.06 | 0.63 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.01 | V/C | | 0.05 | V/C | | 0.63 | 0.730 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.01 | RTOG | | 0.62 | RTOG | | 0.63 | Right Turn Adjustment |
| RTOR | | 0.29 | RTOR | | 0.05 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.23 | RTC | | 0.05 | RTC | | 0.65 | RTC | | 0.66 | |
| Addl ICU | | -0.20 | Addl ICU | | 0.00 | Addl ICU | | -0.61 | Addl ICU | | -0.59 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.78 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1653 | 47 | 1700 | 1580 | 120 | 1700 | 1594 | 106 | 1700 | 1486 | 214 | Total Saturation |
| 42 | 283 | 8 | 19 | 119 | 9 | 2 | 286 | 19 | 4 | 333 | 48 | Volume |
| 0.02 | 0.17 | 0.17 | 0.01 | 0.08 | 0.08 | 0.00 | 0.18 | 0.18 | 0.00 | 0.22 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.17 | V/C | | 0.01 | V/C | | 0.00 | V/C | | 0.22 | 0.408 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.17 | RTOG | | 0.16 | RTOG | | 0.22 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.00 | RTOR | | 0.11 | RTOR | | 0.01 | |
| RTC | | 0.21 | RTC | | 0.16 | RTC | | 0.30 | RTC | | 0.23 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.08 | Addl ICU | | -0.12 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.46 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 1 | 0 | 141 | 0 | 218 | 240 | 744 | 0 | 0 | 1086 | 236 | Volume |
| 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.13 | 0.14 | 0.22 | 0.00 | 0.00 | 0.32 | 0.14 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.08 | | V/C | 0.14 | | V/C | 0.32 | | 0.544 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.00 | | RTOG | 0.08 | | RTOG | 0.46 | | RTOG | 0.32 | | Right Turn Adjustment |
| RTOR | 0.24 | | RTOR | 0.14 | | RTOR | 0.08 | | RTOR | 0.08 | | |
| RTC | 0.18 | | RTC | 0.19 | | RTC | 0.52 | | RTC | 0.38 | | |
| Addl ICU | -0.18 | | Addl ICU | -0.06 | | Addl ICU | -0.52 | | Addl ICU | -0.24 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.59 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 878 | 822 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 236 | 82 | 411 | 74 | 31 | 29 | 38 | 2054 | 168 | 324 | 3035 | 176 | Volume |
| 0.14 | 0.05 | 0.24 | 0.04 | 0.04 | 0.04 | 0.02 | 0.40 | 0.10 | 0.10 | 0.60 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.14 | | V/C | 0.04 | | V/C | 0.02 | | V/C | 0.60 | | 0.792 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.13 | | RTOG | 0.04 | | RTOG | 0.52 | | RTOG | 0.60 | | Right Turn Adjustment |
| RTOR | 0.21 | | RTOR | 0.02 | | RTOR | 0.14 | | RTOR | 0.13 | | |
| RTC | 0.29 | | RTC | 0.05 | | RTC | 0.63 | | RTC | 0.69 | | |
| Addl ICU | -0.05 | | Addl ICU | -0.02 | | Addl ICU | -0.53 | | Addl ICU | -0.59 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.84 |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2035 – WITH PROJECT
2012 MODIFIED PROJECT OPTION 1
AM PEAK HOUR**

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Impact Analysis Report
 Level Of Service

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|------|-------------|---------|--------|-------------|---------|--------------|
| | LOS | Del/ Veh | V/ C | LOS | Del/ Veh | V/ C | |
| # 1 "B" St & Driveway 1 | A | 9.1 | 0.008 | A | 9.1 | 0.008 | + 0.000 D/V |
| # 2 "B" St & Driveway 2 | B | 12.2 | 0.080 | B | 12.2 | 0.080 | + 0.000 D/V |
| # 3 Driveway 3 & "LQ" St | B | 10.8 | 0.064 | B | 10.8 | 0.064 | + 0.000 D/V |
| # 4 Driveway 4 & "LQ" St | C | 16.4 | 0.100 | C | 16.4 | 0.100 | + 0.000 D/V |
| # 5 "LQ" St & Driveway 5 | B | 10.5 | 0.079 | B | 10.5 | 0.079 | + 0.000 D/V |
| # 6 "LQ" St & Driveway 6 | D | 28.7 | 0.470 | D | 28.7 | 0.470 | + 0.000 D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 D/V |
| #282 Jeffrey Rd & Portola Pkwy | C | xxxxxx | 0.724 | C | xxxxxx | 0.724 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxxx | 0.938 | E | xxxxxx | 0.938 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | D | xxxxxx | 0.827 | D | xxxxxx | 0.827 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | B | xxxxxx | 0.687 | B | xxxxxx | 0.687 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx | 0.441 | A | xxxxxx | 0.441 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | C | xxxxxx | 0.789 | C | xxxxxx | 0.789 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | D | xxxxxx | 0.887 | D | xxxxxx | 0.887 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | C | 28.5 | 0.886 | C | 28.5 | 0.886 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | D | 36.0 | 1.015 | D | 36.0 | 1.015 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | D | xxxxxx | 0.895 | D | xxxxxx | 0.895 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 10.9 | 0.530 | B | 10.9 | 0.530 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | A | 2.7 | 0.659 | A | 2.7 | 0.659 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | E | xxxxxx | 0.987 | E | xxxxxx | 0.987 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | D | xxxxxx | 0.862 | D | xxxxxx | 0.862 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | C | xxxxxx | 0.752 | C | xxxxxx | 0.752 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | B | xxxxxx | 0.639 | B | xxxxxx | 0.639 | + 0.000 V/C |

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| Intersection | Base Del/ LOS | V/ Veh C | Future | | Change in | |
|-------------------------------------|---------------------|----------------|-------------|----------------|--------------|-----|
| | | | Del/ LOS | V/ Veh C | | |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | B | 18.0 | 0.856 | B 18.0 0.856 | + 0.000 | D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 20.7 | 0.798 | C 20.7 0.798 | + 0.000 | D/V |
| #444 Sand Canyon Ave & Burt Rd | E | xxxxxx | 0.912 | E xxxxxx 0.912 | + 0.000 | V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 17.6 | 0.511 | B 17.6 0.511 | + 0.000 | D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | B | 17.6 | 0.497 | B 17.6 0.497 | + 0.000 | D/V |
| #556 Ridge Valley & Portola Pkwy | A | xxxxxx | 0.594 | A xxxxxx 0.594 | + 0.000 | V/C |
| #557 "O" St & "C" St | A | 2.5 | 0.329 | A 2.5 0.329 | + 0.000 | V/C |
| #558 "O" St & Irvine Blvd | C | xxxxxx | 0.705 | C xxxxxx 0.705 | + 0.000 | V/C |
| #559 "O" St & Trabuco Rd | D | xxxxxx | 0.841 | D xxxxxx 0.841 | + 0.000 | V/C |
| #560 "O" St & Marine Wy | A | xxxxxx | 0.555 | A xxxxxx 0.555 | + 0.000 | V/C |
| #563 "B" St & Irvine Blvd | C | xxxxxx | 0.741 | C xxxxxx 0.741 | + 0.000 | V/C |
| #566 Marine Wy & Barranca Pkwy | C | xxxxxx | 0.727 | C xxxxxx 0.727 | + 0.000 | V/C |
| #567 Marine Wy & Alton Pkwy | C | xxxxxx | 0.762 | C xxxxxx 0.762 | + 0.000 | V/C |
| #569 Bake Pkwy & Marine Wy | D | xxxxxx | 0.862 | D xxxxxx 0.862 | + 0.000 | V/C |
| #571 Portola Springs & Portola Pkwy | B | xxxxxx | 0.606 | B xxxxxx 0.606 | + 0.000 | V/C |
| #572 Modjeska/"A" St & Irvine Blvd | C | xxxxxx | 0.754 | C xxxxxx 0.754 | + 0.000 | V/C |
| #603 "O" St & "LN" St | A | xxxxxx | 0.389 | A xxxxxx 0.389 | + 0.000 | V/C |
| #605 "O" St & "LQ" St | A | 3.4 | 0.456 | A 3.4 0.456 | + 0.000 | V/C |
| #608 "O" St & "LV" St | A | xxxxxx | 0.347 | A xxxxxx 0.347 | + 0.000 | V/C |
| #626 "LY" St & "LQ" St | A | 5.0 | 0.422 | A 5.0 0.422 | + 0.000 | V/C |
| #627 "LY" St & Irvine Blvd | A | xxxxxx | 0.572 | A xxxxxx 0.572 | + 0.000 | V/C |
| #631 "LY" St & Trabuco Rd | A | 8.9 | 0.029 | A 8.9 0.029 | + 0.000 | D/V |
| #782 "A" St & "LQ" St | A | 4.4 | 0.354 | A 4.4 0.354 | + 0.000 | V/C |
| #787 "Z" St & "LQ" St | B | 13.2 | 0.018 | B 13.2 0.018 | + 0.000 | D/V |
| #790 "Z" St & Irvine Blvd | C | xxxxxx | 0.775 | C xxxxxx 0.775 | + 0.000 | V/C |

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| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #798 "B" St & "LQ" St | A xxxxx | 0.465 | A xxxxx | 0.465 | + 0.000 V/C |
| #799 "B" St & Marine Wy | D xxxxx | 0.839 | D xxxxx | 0.839 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D xxxxx | 0.855 | D xxxxx | 0.855 | + 0.000 V/C |

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Signal Warrant Summary Report

| Intersection | Base Met | Future Met |
|---------------------------|-------------|-------------|
| | [Del / Vol] | [Del / Vol] |
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

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Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 152 | 7 | 0 | 388 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 9.1 | | | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=7]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=554]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 152 | 7 | 0 | 388 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | |
| Major Street Volume: | 547 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 7 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 380 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

 Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | |
|--------------|--------------|-----|----|--------------|-----|---|------------|---|---|------------|----|---|----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 172 | 30 | 111 | 388 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 42 | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 12.2 | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=63]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=764]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|----|--------------|-----|---|------------|---|---|------------|---|---|---|----|---|----|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 172 | 30 | 111 | 388 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 42 | | |
| Major Street Volume: | 701 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 63 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 407 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

 Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|-------------|---|---|-------------|---|----|--------------|-----|---|--------------|-----|----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 42 | 45 | 292 | 0 | 0 | 388 | 15 |
| ApproachDel: | xxxxxx | | | 10.8 | | | xxxxxx | | | xxxxxx | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=42]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=782]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | | 45 | 292 | 0 | | | 0 | 388 | 15 | | |
| Major Street Volume: | | | | | 740 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 42 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 389 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

 Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | |
|--------------|-------------|----|----|-------------|---|----|--------------|-----|---|--------------|-----|----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 7 | 30 | 22 | 14 | 7 | 14 | 45 | 292 | 3 | 7 | 388 | 30 | |
| ApproachDel: | 16.1 | | | 16.4 | | | xxxxxx | | | xxxxxx | | | |

 Approach[northbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.3]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=59]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=859]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.2]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=35]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=859]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|-------------|----|----|-------------|---|----|--------------|-----|---|--------------|-----|----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 7 | 30 | 22 | 14 | 7 | 14 | 45 | 292 | 3 | 7 | 388 | 30 | | | | | | |
| Major Street Volume: | 765 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 59 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 377 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|----|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 292 | 0 | 0 | 340 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 10.5 | | | xxxxxx | | | | | | | |

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=56]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=688]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|---|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 292 | 0 | 0 | 0 | 0 | 340 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | 632 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 56 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 342 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Delays.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=147]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=999]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=52]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=999]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|----|------------|----|----|------------|----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 89 | 294 | 3 | 0 | 340 | 74 | 105 | 14 | 28 | 7 | 45 | 0 | | | | | | |
| Major Street Volume: | 800 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 147 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 470 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 294 | 0 | 0 | 304 | 223 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|-----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 294 | 0 | 0 | 0 | 0 | 304 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | | | | | 821 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 0 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 353 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|----|---|--------------|----|-----|------------|---|----|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 8 | 28 | 0 | 0 | 48 | 142 | 26 | 0 | 20 | 0 | 0 | 0 | 0 | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 8.9 | | | xxxxxx | | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=46]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=272]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|-----|-----|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 8 | | 28 | | 0 | 0 | | 48 | | 142 | 26 | | 0 | | 20 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | | | | | | | 226 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 46 | | | | | | | | | |
| Minor Approach Volume Threshold: | 1014 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 4 | 4 | 13 | 331 | 0 | 0 | 0 | 0 | 384 | 3 | 0 | 0 |
| ApproachDel: | xxxxxx | | | | 13.2 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=11]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=742]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|---|--------------|---|---|---|---|-----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | | 0 | | 0 | 7 | | 0 | | 4 | 13 | | 331 | | 0 | 0 | | 384 | | 3 |
| Major Street Volume: | | | | | 731 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 11 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 393 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.1]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0-1).

Volume Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Critical Gap, FollowUpTim.

Capacity Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for 2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[12.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustments for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time values.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, move capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing delay, LOS by movement, shared capacity, shared queue, shared delay, and shared LOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[10.8]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns for movements (L, T, R). Rows include Control, Rights, and Lanes.

Volume Module table with 13 columns for different volume types (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for approaches.

Critical Gap Module table with 13 columns for critical gap and follow-up time for each approach.

Capacity Module table with 13 columns for capacity-related metrics (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for approaches.

Level of Service Module table with 13 columns for LOS metrics (2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for approaches.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: C [16.4]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, and Lanes.

Table with 12 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table with 12 columns for Critical Gap Module. Rows include Critical Gp and FollowUpTim.

Table with 12 columns for Capacity Module. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with 12 columns for Level of Service Module. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B [10.5]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 1 0 0).

Volume Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Critical Gap (6.2), FollowUpTim (3.3).

Capacity Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Cnflct Vol (340), Potent Cap. (707), Move Cap. (707), Volume/Cap (0.08).

Level of Service Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for 2Way95thQ (0.3), Control Del (10.5), LOS by Move (B), Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel (10.5), ApproachLOS (B).

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: D[28.7]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 0 1 0).

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 12 rows for different approaches.

Critical Gap Module: Table with 12 columns for critical gap and follow-up time components and 2 rows for different approaches.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) and 2 rows for different approaches.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 2 rows for different approaches.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 1 0 0, etc.)

Volume Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Critical Gap, FollowUpTim.

Capacity Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for 2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.724
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1010 | 25 | 34 | 26 | 20 | 9 | 30 | 1309 | 542 | 159 | 1190 | 22 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1010 | 25 | 34 | 26 | 20 | 9 | 30 | 1309 | 542 | 159 | 1190 | 22 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1010 | 25 | 0 | 26 | 20 | 9 | 30 | 1309 | 542 | 159 | 1190 | 22 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1010 | 25 | 0 | 26 | 20 | 9 | 30 | 1309 | 542 | 159 | 1190 | 22 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1010 | 25 | 0 | 26 | 20 | 9 | 30 | 1309 | 542 | 159 | 1190 | 22 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.95 | 0.05 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 5007 | 93 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.30 | 0.01 | 0.00 | 0.02 | 0.01 | 0.01 | 0.02 | 0.26 | 0.32 | 0.05 | 0.24 | 0.24 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |

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 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.938
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 117 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 141 | 573 | 309 | 296 | 1051 | 98 | 131 | 1617 | 326 | 370 | 2048 | 277 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 141 | 573 | 309 | 296 | 1051 | 98 | 131 | 1617 | 326 | 370 | 2048 | 277 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 141 | 573 | 0 | 296 | 1051 | 98 | 131 | 1617 | 326 | 370 | 2048 | 277 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 141 | 573 | 0 | 296 | 1051 | 98 | 131 | 1617 | 326 | 370 | 2048 | 277 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 141 | 573 | 0 | 296 | 1051 | 98 | 131 | 1617 | 326 | 370 | 2048 | 277 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.50 | 0.50 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4244 | 856 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.11 | 0.00 | 0.09 | 0.21 | 0.06 | 0.04 | 0.38 | 0.38 | 0.11 | 0.60 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.687
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 4 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 127 | 678 | 256 | 253 | 1572 | 358 | 252 | 601 | 152 | 651 | 920 | 84 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 127 | 678 | 256 | 253 | 1572 | 358 | 252 | 601 | 152 | 651 | 920 | 84 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 127 | 678 | 256 | 253 | 1572 | 358 | 252 | 601 | 152 | 651 | 920 | 84 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 127 | 678 | 256 | 253 | 1572 | 358 | 252 | 601 | 152 | 651 | 920 | 84 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 127 | 678 | 256 | 253 | 1572 | 358 | 252 | 601 | 152 | 651 | 920 | 84 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.18 | 0.82 | 2.00 | 4.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 3702 | 1398 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.18 | 0.18 | 0.07 | 0.23 | 0.21 | 0.07 | 0.18 | 0.09 | 0.19 | 0.27 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.441 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 21 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 276 | 0 | 221 | 0 | 0 | 0 | 0 | 558 | 853 | 358 | 1054 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 276 | 0 | 221 | 0 | 0 | 0 | 0 | 558 | 853 | 358 | 1054 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 276 | 0 | 221 | 0 | 0 | 0 | 0 | 558 | 0 | 358 | 1054 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 276 | 0 | 221 | 0 | 0 | 0 | 0 | 558 | 0 | 358 | 1054 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 276 | 0 | 221 | 0 | 0 | 0 | 0 | 558 | 0 | 358 | 1054 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.11 | 0.31 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.887
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 0 Average Delay (sec/veh): 28.5
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.015
Loss Time (sec): 0 Average Delay (sec/veh): 36.0
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.895 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 84 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 125 | 823 | 192 | 1709 | 1942 | 396 | 108 | 157 | 112 | 79 | 242 | 362 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 125 | 823 | 192 | 1709 | 1942 | 396 | 108 | 157 | 112 | 79 | 242 | 362 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 125 | 823 | 192 | 1709 | 1942 | 396 | 108 | 157 | 112 | 79 | 242 | 362 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 125 | 823 | 192 | 1709 | 1942 | 396 | 108 | 157 | 112 | 79 | 242 | 362 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 125 | 823 | 192 | 1709 | 1942 | 396 | 108 | 157 | 112 | 79 | 242 | 362 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.49 | 0.51 | 2.00 | 0.58 | 0.42 | 2.00 | 1.20 | 1.80 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4236 | 864 | 3400 | 992 | 708 | 3400 | 2043 | 3057 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.16 | 0.11 | 0.50 | 0.46 | 0.46 | 0.03 | 0.16 | 0.16 | 0.02 | 0.12 | 0.12 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 0 Average Delay (sec/veh): 10.9
Optimal Cycle: 48 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 0 Average Delay (sec/veh): 2.7
Optimal Cycle: 67 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.987
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 1 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 269 | 561 | 106 | 348 | 1588 | 855 | 886 | 1507 | 784 | 290 | 1428 | 340 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 269 | 561 | 106 | 348 | 1588 | 855 | 886 | 1507 | 784 | 290 | 1428 | 340 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 269 | 561 | 0 | 348 | 1588 | 0 | 886 | 1507 | 784 | 290 | 1428 | 340 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 269 | 561 | 0 | 348 | 1588 | 0 | 886 | 1507 | 784 | 290 | 1428 | 340 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 269 | 561 | 0 | 348 | 1588 | 0 | 886 | 1507 | 784 | 290 | 1428 | 340 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.11 | 0.00 | 0.10 | 0.31 | 0.00 | 0.26 | 0.30 | 0.46 | 0.09 | 0.28 | 0.20 |
| Crit Moves: | **** | | | **** | | | **** | | **** | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.862
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 69 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 127 | 1151 | 112 | 93 | 2159 | 42 | 15 | 86 | 124 | 309 | 89 | 206 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 127 | 1151 | 112 | 93 | 2159 | 42 | 15 | 86 | 124 | 309 | 89 | 206 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 127 | 1151 | 0 | 93 | 2159 | 42 | 15 | 86 | 124 | 309 | 89 | 206 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 127 | 1151 | 0 | 93 | 2159 | 42 | 15 | 86 | 124 | 309 | 89 | 206 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 127 | 1151 | 0 | 93 | 2159 | 42 | 15 | 86 | 124 | 309 | 89 | 206 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.94 | 0.06 | 1.00 | 0.41 | 0.59 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 5003 | 97 | 1700 | 696 | 1004 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.23 | 0.00 | 0.05 | 0.43 | 0.43 | 0.01 | 0.12 | 0.12 | 0.18 | 0.05 | 0.12 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns representing different volume and adjustment factors.

Saturation Flow Module table with 13 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns representing capacity and critical moves.

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 5 | 1017 | 145 | 110 | 1435 | 1113 | 539 | 190 | 12 | 237 | 402 | 96 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 5 | 1017 | 145 | 110 | 1435 | 1113 | 539 | 190 | 12 | 237 | 402 | 96 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 5 | 1017 | 0 | 110 | 1435 | 0 | 539 | 190 | 12 | 237 | 402 | 96 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 5 | 1017 | 0 | 110 | 1435 | 0 | 539 | 190 | 12 | 237 | 402 | 96 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 5 | 1017 | 0 | 110 | 1435 | 0 | 539 | 190 | 12 | 237 | 402 | 96 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.88 | 0.12 | 2.00 | 1.61 | 0.39 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3198 | 202 | 3400 | 2745 | 655 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.20 | 0.00 | 0.03 | 0.28 | 0.00 | 0.16 | 0.06 | 0.06 | 0.07 | 0.15 | 0.15 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.856
Loss Time (sec): 0 Average Delay (sec/veh): 18.0
Optimal Cycle: 158 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 0 Average Delay (sec/veh): 20.7
Optimal Cycle: 113 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.912
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 94 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 15 | 1255 | 82 | 100 | 4040 | 76 | 17 | 1 | 14 | 72 | 4 | 86 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 15 | 1255 | 82 | 100 | 4040 | 76 | 17 | 1 | 14 | 72 | 4 | 86 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 15 | 1255 | 82 | 100 | 4040 | 76 | 17 | 1 | 14 | 72 | 4 | 86 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 15 | 1255 | 82 | 100 | 4040 | 76 | 17 | 1 | 14 | 72 | 4 | 86 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 15 | 1255 | 82 | 100 | 4040 | 76 | 17 | 1 | 14 | 72 | 4 | 86 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.82 | 0.18 | 1.00 | 3.00 | 1.00 | 1.00 | 0.07 | 0.93 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 4787 | 313 | 1700 | 5100 | 1700 | 1700 | 113 | 1587 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.26 | 0.26 | 0.06 | 0.79 | 0.04 | 0.01 | 0.01 | 0.01 | 0.04 | 0.00 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 0 Average Delay (sec/veh): 17.6
Optimal Cycle: 47 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 0 Average Delay (sec/veh): 17.6
Optimal Cycle: 45 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.5 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 69 | 129 | 1 | 46 | 533 | 195 | 25 | 9 | 50 | 1 | 31 | 84 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 69 | 129 | 1 | 46 | 533 | 195 | 25 | 9 | 50 | 1 | 31 | 84 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 69 | 129 | 1 | 46 | 533 | 195 | 25 | 9 | 50 | 1 | 31 | 84 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 69 | 129 | 1 | 46 | 533 | 195 | 25 | 9 | 50 | 1 | 31 | 84 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 69 | 129 | 1 | 46 | 533 | 195 | 25 | 9 | 50 | 1 | 31 | 84 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|---|----|-----|-----|----|---|----|---|----|----|
| AutoPCE: | 69 | 129 | 1 | 46 | 533 | 195 | 25 | 9 | 50 | 1 | 31 | 84 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 69 | 129 | 1 | 46 | 533 | 195 | 25 | 9 | 50 | 1 | 31 | 84 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 80 | 101 | 580 | 223 |
| MaxVolume: | 2366 | 2351 | 887 | 1080 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2366 | 2351 | 887 | 1080 |
| ApproachVol: | 199 | 774 | 84 | 116 |
| ApproachV/C: | 0.08 | 0.33 | 0.09 | 0.11 |
| ApproachDel: | 1.7 | 2.3 | 4.5 | 3.7 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.3 | 1.5 | 0.3 | 0.4 |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 38 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 3 | 2 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 133 | 53 | 83 | 289 | 362 | 460 | 127 | 1965 | 274 | 172 | 2025 | 89 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 133 | 53 | 83 | 289 | 362 | 460 | 127 | 1965 | 274 | 172 | 2025 | 89 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 133 | 53 | 83 | 289 | 362 | 0 | 127 | 1965 | 274 | 172 | 2025 | 89 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 133 | 53 | 83 | 289 | 362 | 0 | 127 | 1965 | 274 | 172 | 2025 | 89 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 133 | 53 | 83 | 289 | 362 | 0 | 127 | 1965 | 274 | 172 | 2025 | 89 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.03 | 0.05 | 0.17 | 0.11 | 0.00 | 0.04 | 0.39 | 0.16 | 0.05 | 0.40 | 0.05 |
| Crit Moves: | | | **** | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.841 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 62 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 159 | 75 | 4 | 24 | 380 | 945 | 680 | 317 | 562 | 26 | 609 | 31 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 159 | 75 | 4 | 24 | 380 | 945 | 680 | 317 | 562 | 26 | 609 | 31 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 159 | 75 | 4 | 24 | 380 | 945 | 680 | 317 | 562 | 26 | 609 | 31 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 159 | 75 | 4 | 24 | 380 | 945 | 680 | 317 | 562 | 26 | 609 | 31 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 159 | 75 | 4 | 24 | 380 | 945 | 680 | 317 | 562 | 26 | 609 | 31 |
| OvlAdjVol: | | | | | | 605 | | | 483 | | | |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.90 | 0.10 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.90 | 0.10 |
| Final Sat.: | 3400 | 3228 | 172 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3235 | 165 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.02 | 0.02 | 0.01 | 0.11 | 0.56 | 0.20 | 0.09 | 0.33 | 0.02 | 0.19 | 0.19 |
| OvlAdjV/S: | | | | | | 0.36 | | | 0.28 | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows including Vol/Sat and Crit Moves.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.741
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 136 | 0 | 60 | 0 | 0 | 0 | 0 | 2708 | 252 | 136 | 2225 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 136 | 0 | 60 | 0 | 0 | 0 | 0 | 2708 | 252 | 136 | 2225 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 136 | 0 | 60 | 0 | 0 | 0 | 0 | 2708 | 252 | 136 | 2225 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 136 | 0 | 60 | 0 | 0 | 0 | 0 | 2708 | 252 | 136 | 2225 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 136 | 0 | 60 | 0 | 0 | 0 | 0 | 2708 | 252 | 136 | 2225 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.53 | 0.15 | 0.08 | 0.44 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.727 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 40 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | | 2 | 0 | 2 | 0 | 1 | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 126 | 348 | 96 | 292 | 520 | 384 | 197 | 485 | 94 | 161 | 1085 | 338 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 126 | 348 | 96 | 292 | 520 | 384 | 197 | 485 | 94 | 161 | 1085 | 338 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 126 | 348 | 96 | 292 | 520 | 384 | 197 | 485 | 94 | 161 | 1085 | 338 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 126 | 348 | 96 | 292 | 520 | 384 | 197 | 485 | 94 | 161 | 1085 | 338 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 126 | 348 | 96 | 292 | 520 | 384 | 197 | 485 | 94 | 161 | 1085 | 338 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.10 | 0.06 | 0.09 | 0.15 | 0.23 | 0.06 | 0.14 | 0.06 | 0.05 | 0.32 | 0.20 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.762
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 579 | 446 | 206 | 112 | 326 | 307 | 251 | 1083 | 336 | 178 | 1463 | 133 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 579 | 446 | 206 | 112 | 326 | 307 | 251 | 1083 | 336 | 178 | 1463 | 133 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 579 | 446 | 206 | 112 | 326 | 307 | 251 | 1083 | 0 | 178 | 1463 | 133 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 579 | 446 | 206 | 112 | 326 | 307 | 251 | 1083 | 0 | 178 | 1463 | 133 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 579 | 446 | 206 | 112 | 326 | 307 | 251 | 1083 | 0 | 178 | 1463 | 133 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.17 | 0.13 | 0.12 | 0.07 | 0.10 | 0.18 | 0.07 | 0.21 | 0.00 | 0.05 | 0.29 | 0.08 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.862 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 69 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 958 | 2954 | 34 | 27 | 3028 | 680 | 220 | 14 | 316 | 5 | 12 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 958 | 2954 | 34 | 27 | 3028 | 680 | 220 | 14 | 316 | 5 | 12 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 958 | 2954 | 34 | 27 | 3028 | 680 | 220 | 14 | 316 | 5 | 12 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 958 | 2954 | 34 | 27 | 3028 | 680 | 220 | 14 | 316 | 5 | 12 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 958 | 2954 | 34 | 27 | 3028 | 680 | 220 | 14 | 316 | 5 | 12 | 4 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 4.00 | 1.00 | 1.00 | 4.08 | 0.92 | 2.00 | 1.00 | 2.00 | 2.00 | 1.50 | 0.50 |
| Final Sat.: | 3400 | 6800 | 1700 | 1700 | 6941 | 1559 | 3400 | 1700 | 3400 | 3400 | 2550 | 850 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.28 | 0.43 | 0.02 | 0.02 | 0.44 | 0.44 | 0.06 | 0.01 | 0.09 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 408 | 11 | 48 | 40 | 98 | 327 | 11 | 515 | 136 | 25 | 805 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 408 | 11 | 48 | 40 | 98 | 327 | 11 | 515 | 136 | 25 | 805 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 408 | 11 | 48 | 40 | 98 | 327 | 11 | 515 | 136 | 25 | 805 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 408 | 11 | 48 | 40 | 98 | 327 | 11 | 515 | 136 | 25 | 805 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 408 | 11 | 48 | 40 | 98 | 327 | 11 | 515 | 136 | 25 | 805 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.19 | 0.81 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 317 | 1383 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.12 | 0.03 | 0.03 | 0.02 | 0.06 | 0.19 | 0.01 | 0.15 | 0.08 | 0.01 | 0.24 | 0.00 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.389
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 20 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 17 | 170 | 42 | 2 | 644 | 8 | 12 | 14 | 71 | 148 | 11 | 3 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 17 | 170 | 42 | 2 | 644 | 8 | 12 | 14 | 71 | 148 | 11 | 3 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 17 | 170 | 42 | 2 | 644 | 8 | 12 | 14 | 71 | 148 | 11 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 17 | 170 | 42 | 2 | 644 | 8 | 12 | 14 | 71 | 148 | 11 | 3 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 17 | 170 | 42 | 2 | 644 | 8 | 12 | 14 | 71 | 148 | 11 | 3 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.60 | 0.40 | 1.00 | 1.98 | 0.02 | 1.00 | 0.16 | 0.84 | 1.00 | 0.79 | 0.21 |
| Final Sat.: | 1700 | 2726 | 674 | 1700 | 3358 | 42 | 1700 | 280 | 1420 | 1700 | 1336 | 364 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.06 | 0.06 | 0.00 | 0.19 | 0.19 | 0.01 | 0.05 | 0.05 | 0.09 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.4 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 27 | 232 | 143 | 25 | 894 | 52 | 6 | 41 | 0 | 276 | 109 | 9 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 27 | 232 | 143 | 25 | 894 | 52 | 6 | 41 | 0 | 276 | 109 | 9 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 27 | 232 | 143 | 25 | 894 | 52 | 6 | 41 | 0 | 276 | 109 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 27 | 232 | 143 | 25 | 894 | 52 | 6 | 41 | 0 | 276 | 109 | 9 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 27 | 232 | 143 | 25 | 894 | 52 | 6 | 41 | 0 | 276 | 109 | 9 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|-----|----|-----|----|---|----|---|-----|-----|---|
| AutoPCE: | 27 | 232 | 143 | 25 | 894 | 52 | 6 | 41 | 0 | 276 | 109 | 9 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 27 | 232 | 143 | 25 | 894 | 52 | 6 | 41 | 0 | 276 | 109 | 9 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 72 | 412 | 1195 | 265 |
| MaxVolume: | 2372 | 2127 | 555 | 1057 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2372 | 2127 | 555 | 1057 |
| ApproachVol: | 402 | 971 | 47 | 394 |
| ApproachV/C: | 0.17 | 0.46 | 0.08 | 0.37 |
| ApproachDel: | 1.8 | 3.1 | 7.1 | 5.4 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.6 | 2.5 | 0.3 | 1.7 |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.347
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 19 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 14 | 161 | 10 | 1 | 595 | 192 | 18 | 5 | 42 | 51 | 26 | 13 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 14 | 161 | 10 | 1 | 595 | 192 | 18 | 5 | 42 | 51 | 26 | 13 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 14 | 161 | 10 | 1 | 595 | 192 | 18 | 5 | 42 | 51 | 26 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 14 | 161 | 10 | 1 | 595 | 192 | 18 | 5 | 42 | 51 | 26 | 13 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 14 | 161 | 10 | 1 | 595 | 192 | 18 | 5 | 42 | 51 | 26 | 13 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.88 | 0.12 | 1.00 | 1.51 | 0.49 | 1.00 | 0.11 | 0.89 | 1.00 | 0.67 | 0.33 |
| Final Sat.: | 1700 | 3201 | 199 | 1700 | 2571 | 829 | 1700 | 181 | 1519 | 1700 | 1133 | 567 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.05 | 0.05 | 0.00 | 0.23 | 0.23 | 0.01 | 0.03 | 0.03 | 0.03 | 0.02 | 0.02 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 5.0 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 28 | 22 | 22 | 222 | 4 | 2 | 254 | 1 | 26 | 466 | 7 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 28 | 22 | 22 | 222 | 4 | 2 | 254 | 1 | 26 | 466 | 7 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 28 | 22 | 22 | 222 | 4 | 2 | 254 | 1 | 26 | 466 | 7 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 28 | 22 | 22 | 222 | 4 | 2 | 254 | 1 | 26 | 466 | 7 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 28 | 22 | 22 | 222 | 4 | 2 | 254 | 1 | 26 | 466 | 7 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|----|----|----|-----|---|---|-----|---|----|-----|---|
| AutoPCE: | 1 | 28 | 22 | 22 | 222 | 4 | 2 | 254 | 1 | 26 | 466 | 7 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 28 | 22 | 22 | 222 | 4 | 2 | 254 | 1 | 26 | 466 | 7 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 278 | 493 | 270 | 31 |
| MaxVolume: | 1050 | 934 | 1054 | 1183 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1050 | 934 | 1054 | 1183 |
| ApproachVol: | 51 | 248 | 257 | 499 |
| ApproachV/C: | 0.05 | 0.27 | 0.24 | 0.42 |
| ApproachDel: | 3.6 | 5.2 | 4.5 | 5.2 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.2 | 1.1 | 1.0 | 2.1 |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.572
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 27 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 65 | 0 | 65 | 0 | 0 | 0 | 0 | 2273 | 66 | 64 | 2208 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 65 | 0 | 65 | 0 | 0 | 0 | 0 | 2273 | 66 | 64 | 2208 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 65 | 0 | 65 | 0 | 0 | 0 | 0 | 2273 | 66 | 64 | 2208 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 65 | 0 | 65 | 0 | 0 | 0 | 0 | 2273 | 66 | 64 | 2208 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 65 | 0 | 65 | 0 | 0 | 0 | 0 | 2273 | 66 | 64 | 2208 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.45 | 0.04 | 0.04 | 0.43 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[8.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustment factors for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time for each approach.

Capacity Module: Table with 12 columns showing conflict volume, potent capacity, move capacity, and volume/capacity for each approach.

Level of Service Module: Table with 12 columns showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.4 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 38 | 0 | 39 | 5 | 282 | 0 | 0 | 407 | 17 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 38 | 0 | 39 | 5 | 282 | 0 | 0 | 407 | 17 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 38 | 0 | 39 | 5 | 282 | 0 | 0 | 407 | 17 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 38 | 0 | 39 | 5 | 282 | 0 | 0 | 407 | 17 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 38 | 0 | 39 | 5 | 282 | 0 | 0 | 407 | 17 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|----|---|----|---|-----|---|---|-----|----|
| AutoPCE: | 0 | 0 | 0 | 38 | 0 | 39 | 5 | 282 | 0 | 0 | 407 | 17 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 38 | 0 | 39 | 5 | 282 | 0 | 0 | 407 | 17 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 325 | 407 | 38 | 5 |
| MaxVolume: | xxxxxx | 980 | 1179 | 1197 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 980 | 1179 | 1197 |
| ApproachVol: | xxxxxx | 77 | 287 | 424 |
| ApproachV/C: | 1.00 | 0.08 | 0.24 | 0.35 |
| ApproachDel: | xxxxxx | 4.0 | 4.0 | 4.6 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.3 | 1.0 | 1.6 |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[13.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 7 rows of volume data.

Critical Gap Module table with 12 columns and 2 rows of critical gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity and volume/capacity data.

Level of Service Module table with 12 columns and 8 rows of level of service and delay data.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.465 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 22 | Level Of Service: | A |

| Street Name: | "B" St | | | | | | "LQ" St | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 22 | 122 | 22 | 78 | 119 | 7 | 23 | 270 | 41 | 10 | 359 | 101 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 22 | 122 | 22 | 78 | 119 | 7 | 23 | 270 | 41 | 10 | 359 | 101 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 22 | 122 | 22 | 78 | 119 | 7 | 23 | 270 | 41 | 10 | 359 | 101 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 22 | 122 | 22 | 78 | 119 | 7 | 23 | 270 | 41 | 10 | 359 | 101 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 22 | 122 | 22 | 78 | 119 | 7 | 23 | 270 | 41 | 10 | 359 | 101 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.85 | 0.15 | 1.00 | 0.94 | 0.06 | 1.00 | 0.87 | 0.13 | 1.00 | 0.78 | 0.22 |
| Final Sat.: | 1700 | 1440 | 260 | 1700 | 1606 | 94 | 1700 | 1476 | 224 | 1700 | 1327 | 373 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.08 | 0.08 | 0.05 | 0.07 | 0.07 | 0.01 | 0.18 | 0.18 | 0.01 | 0.27 | 0.27 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.839 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 62 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 102 | 37 | 24 | 127 | 58 | 562 | 148 | 830 | 37 | 12 | 1059 | 42 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 102 | 37 | 24 | 127 | 58 | 562 | 148 | 830 | 37 | 12 | 1059 | 42 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 102 | 37 | 24 | 127 | 58 | 562 | 148 | 830 | 37 | 12 | 1059 | 42 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 102 | 37 | 24 | 127 | 58 | 562 | 148 | 830 | 37 | 12 | 1059 | 42 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 102 | 37 | 24 | 127 | 58 | 562 | 148 | 830 | 37 | 12 | 1059 | 42 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.61 | 0.39 | 1.00 | 1.00 | 1.00 | 1.00 | 1.91 | 0.09 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 1031 | 669 | 1700 | 1700 | 1700 | 1700 | 3255 | 145 | 1700 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.04 | 0.04 | 0.07 | 0.03 | 0.33 | 0.09 | 0.26 | 0.25 | 0.01 | 0.31 | 0.02 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.855
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 67 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 98 | 18 | 209 | 156 | 32 | 51 | 28 | 2760 | 297 | 167 | 2187 | 51 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 98 | 18 | 209 | 156 | 32 | 51 | 28 | 2760 | 297 | 167 | 2187 | 51 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 98 | 18 | 209 | 156 | 32 | 51 | 28 | 2760 | 297 | 167 | 2187 | 51 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 98 | 18 | 209 | 156 | 32 | 51 | 28 | 2760 | 297 | 167 | 2187 | 51 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 98 | 18 | 209 | 156 | 32 | 51 | 28 | 2760 | 297 | 167 | 2187 | 51 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.39 | 0.61 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 655 | 1045 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.01 | 0.12 | 0.09 | 0.05 | 0.05 | 0.02 | 0.54 | 0.17 | 0.05 | 0.43 | 0.03 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1625 | 75 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 152 | 7 | 0 | 388 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | Volume |
| 0.00 | 0.09 | 0.09 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.23 | V/C | | 0.00 | V/C | | 0.00 | 0.228 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.23 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.13 | |
| RTC | | 0.23 | RTC | | 0.23 | RTC | | 0.00 | RTC | | 0.10 | |
| Addl ICU | | -0.13 | Addl ICU | | -0.23 | Addl ICU | | 0.00 | Addl ICU | | -0.10 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.28 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1448 | 252 | 1700 | 1700 | 0 | 0 | 0 | 0 | 850 | 0 | 850 | Total Saturation |
| 0 | 172 | 30 | 111 | 388 | 0 | 0 | 0 | 0 | 21 | 0 | 42 | Volume |
| 0.00 | 0.12 | 0.12 | 0.07 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.23 | V/C | | 0.00 | V/C | | 0.02 | 0.253 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.23 | RTOG | | -0.02 | RTOG | | 0.02 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.11 | |
| RTC | | 0.18 | RTC | | 0.25 | RTC | | -0.02 | RTC | | 0.11 | |
| Addl ICU | | -0.06 | Addl ICU | | -0.25 | Addl ICU | | 0.02 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.30 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1637 | 63 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 42 | 45 | 292 | 0 | 0 | 388 | 15 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.03 | 0.17 | 0.00 | 0.00 | 0.24 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.24 | 0.264 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.26 | RTOG | | 0.24 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.03 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.07 | RTC | | 0.02 | RTC | | 0.26 | RTC | | 0.24 | |
| Addl ICU | | -0.07 | Addl ICU | | 0.00 | Addl ICU | | -0.26 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.31 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1683 | 17 | 28 | 1552 | 120 | Total Saturation |
| 7 | 30 | 22 | 14 | 7 | 14 | 45 | 292 | 3 | 7 | 388 | 30 | Volume |
| 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.02 | 0.03 | 0.17 | 0.17 | 0.25 | 0.25 | 0.25 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.02 | V/C | | 0.17 | V/C | | 0.25 | 0.440 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.02 | RTOG | | 0.02 | RTOG | | 0.17 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.17 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.17 | RTC | | 0.15 | RTC | | 0.19 | RTC | | 0.41 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.13 | Addl ICU | | -0.01 | Addl ICU | | -0.16 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.49 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 292 | 0 | 0 | 340 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | Volume |
| 0.00 | 0.17 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.20 | V/C | | 0.00 | V/C | | 0.00 | 0.200 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.20 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.03 | |
| RTC | | 0.20 | RTC | | 0.20 | RTC | | 0.00 | RTC | | 0.02 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.20 | Addl ICU | | 0.03 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.03 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.28 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1683 | 17 | 0 | 1396 | 304 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 89 | 294 | 3 | 0 | 340 | 74 | 105 | 14 | 28 | 7 | 45 | 0 | Volume |
| 0.05 | 0.17 | 0.17 | 0.00 | 0.24 | 0.24 | 0.06 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.05 | V/C | | 0.24 | V/C | | 0.06 | V/C | | 0.00 | 0.358 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.30 | RTOG | | 0.24 | RTOG | | 0.06 | RTOG | | -0.06 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.06 | RTOR | | 0.05 | RTOR | | 0.12 | |
| RTC | | 0.34 | RTC | | 0.29 | RTC | | 0.10 | RTC | | 0.03 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.05 | Addl ICU | | -0.08 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.41 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 294 | 0 | 0 | 304 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.17 | 0.00 | 0.00 | 0.18 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.00 | 0.179 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.18 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | |
| RTC | | 0.18 | RTC | | 0.18 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | -0.18 | Addl ICU | | -0.05 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.23 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 1010 | 25 | 34 | 26 | 20 | 9 | 30 | 1309 | 542 | 159 | 1190 | 22 | Volume |
| 0.30 | 0.01 | 0.00 | 0.02 | 0.01 | 0.01 | 0.02 | 0.26 | 0.32 | 0.05 | 0.23 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.30 | | V/C | 0.01 | | V/C | 0.26 | | V/C | 0.05 | | 0.612 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.29 | | RTOG | 0.01 | | RTOG | 0.26 | | RTOG | 0.29 | | Right Turn Adjustment |
| RTOR | 0.05 | | RTOR | 0.07 | | RTOR | 0.30 | | RTOR | 0.29 | | |
| RTC | 0.33 | | RTC | 0.06 | | RTC | 0.48 | | RTC | 0.51 | | |
| Addl ICU | -0.33 | | Addl ICU | -0.06 | | Addl ICU | -0.16 | | Addl ICU | -0.49 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 141 | 573 | 309 | 296 | 1051 | 98 | 131 | 1617 | 326 | 370 | 2048 | 277 | Volume |
| 0.04 | 0.11 | 0.00 | 0.09 | 0.21 | 0.06 | 0.04 | 0.32 | 0.19 | 0.11 | 0.40 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.21 | V/C | | 0.04 | V/C | | 0.40 | 0.688 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.21 | RTOG | | 0.33 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.14 | |
| RTC | | 0.25 | RTC | | 0.23 | RTC | | 0.36 | RTC | | 0.50 | |
| Addl ICU | | -0.25 | Addl ICU | | -0.18 | Addl ICU | | -0.17 | Addl ICU | | -0.34 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.74 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 1.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 4119 | 981 | 3400 | 5100 | 1700 | 1700 | 2550 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 181 | 638 | 152 | 72 | 1304 | 401 | 302 | 176 | 246 | 497 | 377 | 116 | Volume |
| 0.05 | 0.15 | 0.15 | 0.02 | 0.26 | 0.24 | 0.18 | 0.07 | 0.10 | 0.15 | 0.22 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.26 | | V/C | 0.18 | | V/C | 0.22 | | 0.708 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.29 | | RTOG | 0.26 | | RTOG | 0.25 | | RTOG | 0.22 | | Right Turn Adjustment |
| RTOR | 0.33 | | RTOR | 0.18 | | RTOR | 0.05 | | RTOR | 0.15 | | |
| RTC | 0.54 | | RTC | 0.39 | | RTC | 0.29 | | RTC | 0.34 | | |
| Addl ICU | -0.38 | | Addl ICU | -0.15 | | Addl ICU | -0.20 | | Addl ICU | -0.27 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 127 | 678 | 256 | 253 | 1572 | 358 | 252 | 601 | 152 | 651 | 920 | 84 | Volume |
| 0.04 | 0.13 | 0.15 | 0.07 | 0.23 | 0.21 | 0.07 | 0.18 | 0.09 | 0.19 | 0.27 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.04 | | V/C | 0.23 | | V/C | 0.18 | | V/C | 0.19 | | 0.637 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.19 | | RTOG | 0.23 | | RTOG | 0.18 | | RTOG | 0.29 | | Right Turn Adjustment |
| RTOR | 0.19 | | RTOR | 0.10 | | RTOR | 0.04 | | RTOR | 0.14 | | |
| RTC | 0.34 | | RTC | 0.30 | | RTC | 0.20 | | RTC | 0.40 | | |
| Addl ICU | -0.19 | | Addl ICU | -0.09 | | Addl ICU | -0.12 | | Addl ICU | -0.35 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.69 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 276 | 0 | 221 | 0 | 0 | 0 | 0 | 558 | 853 | 358 | 1054 | 0 | Volume |
| 0.08 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.11 | 0.31 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.31 | 0.391 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | -0.08 | RTOG | | 0.20 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.08 | |
| RTC | | 0.19 | RTC | | -0.08 | RTC | | 0.27 | RTC | | 0.37 | |
| Addl ICU | | -0.13 | Addl ICU | | 0.08 | Addl ICU | | -0.27 | Addl ICU | | -0.37 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.44 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 123 | 458 | 301 | 443 | 1008 | 122 | 206 | 1573 | 378 | 596 | 1716 | 134 | Volume |
| 0.04 | 0.09 | 0.09 | 0.13 | 0.30 | 0.07 | 0.06 | 0.23 | 0.22 | 0.18 | 0.34 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.04 | | V/C | 0.30 | | V/C | 0.23 | | V/C | 0.18 | | 0.739 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.20 | | RTOG | 0.30 | | RTOG | 0.23 | | RTOG | 0.35 | | Right Turn Adjustment |
| RTOR | 0.18 | | RTOR | 0.07 | | RTOR | 0.04 | | RTOR | 0.24 | | |
| RTC | 0.33 | | RTC | 0.35 | | RTC | 0.26 | | RTC | 0.53 | | |
| Addl ICU | -0.25 | | Addl ICU | -0.28 | | Addl ICU | -0.04 | | Addl ICU | -0.45 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.79 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 226 | 413 | 224 | 366 | 2410 | 117 | 153 | 389 | 673 | 483 | 970 | 318 | Volume |
| 0.07 | 0.08 | 0.00 | 0.11 | 0.47 | 0.07 | 0.05 | 0.08 | 0.00 | 0.14 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.47 | V/C | | 0.05 | V/C | | 0.19 | 0.774 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.43 | RTOG | | 0.47 | RTOG | | 0.09 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.05 | RTOR | | 0.07 | RTOR | | 0.46 | |
| RTC | | 0.55 | RTC | | 0.51 | RTC | | 0.14 | RTC | | 0.53 | |
| Addl ICU | | -0.55 | Addl ICU | | -0.44 | Addl ICU | | -0.14 | Addl ICU | | -0.35 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.82 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 0.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 1162 | 2238 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 285 | 1016 | 719 | 347 | 3285 | 402 | 135 | 260 | 338 | 666 | 346 | 443 | Volume |
| 0.08 | 0.15 | 0.42 | 0.10 | 0.48 | 0.24 | 0.12 | 0.12 | 0.10 | 0.20 | 0.14 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.08 | | V/C | 0.48 | | V/C | 0.12 | | V/C | 0.20 | | 0.879 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.46 | | RTOG | 0.48 | | RTOG | 0.12 | | RTOG | 0.20 | | Right Turn Adjustment |
| RTOR | 0.20 | | RTOR | 0.18 | | RTOR | 0.08 | | RTOR | 0.42 | | |
| RTC | 0.61 | | RTC | 0.62 | | RTC | 0.18 | | RTC | 0.51 | | |
| Addl ICU | -0.19 | | Addl ICU | -0.38 | | Addl ICU | -0.08 | | Addl ICU | -0.34 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.93 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 1326 | 96 | 624 | 3552 | 0 | 699 | 2 | 1145 | 0 | 0 | 0 | Volume |
| 0.00 | 0.20 | 0.06 | 0.18 | 0.52 | 0.00 | 0.16 | 0.00 | 0.45 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.52 | V/C | | 0.16 | V/C | | 0.00 | 0.687 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.34 | RTOG | | 0.52 | RTOG | | 0.16 | RTOG | | -0.16 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.16 | RTOR | | 0.00 | RTOR | | 0.33 | |
| RTC | | 0.46 | RTC | | 0.65 | RTC | | 0.16 | RTC | | 0.08 | |
| Addl ICU | | -0.41 | Addl ICU | | -0.65 | Addl ICU | | 0.28 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.28 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 1.02 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4787 | 313 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 15 | 1255 | 82 | 100 | 4040 | 76 | 17 | 1 | 14 | 72 | 4 | 86 | Volume |
| 0.01 | 0.26 | 0.26 | 0.06 | 0.79 | 0.04 | 0.01 | 0.00 | 0.01 | 0.04 | 0.00 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.79 | V/C | | 0.00 | V/C | | 0.04 | 0.844 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.74 | RTOG | | 0.79 | RTOG | | 0.00 | RTOG | | 0.03 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.01 | RTOR | | 0.54 | |
| RTC | | 0.77 | RTC | | 0.82 | RTC | | 0.01 | RTC | | 0.44 | |
| Addl ICU | | -0.51 | Addl ICU | | -0.78 | Addl ICU | | 0.00 | Addl ICU | | -0.39 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.89 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 125 | 823 | 192 | 1709 | 1942 | 396 | 108 | 157 | 112 | 79 | 242 | 362 | Volume |
| 0.07 | 0.16 | 0.11 | 0.50 | 0.38 | 0.23 | 0.03 | 0.09 | 0.07 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.16 | | V/C | 0.50 | | V/C | 0.03 | | V/C | 0.14 | | 0.838 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.16 | | RTOG | 0.59 | | RTOG | 0.15 | | RTOG | 0.14 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.03 | | RTOR | 0.28 | | RTOR | 0.50 | | |
| RTC | 0.22 | | RTC | 0.61 | | RTC | 0.36 | | RTC | 0.52 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.38 | | Addl ICU | -0.30 | | Addl ICU | -0.52 | | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.89 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 220 | 0 | 254 | 0 | 2116 | 191 | 127 | 2069 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.07 | 0.00 | 0.31 | 0.11 | 0.07 | 0.41 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.13 | V/C | | 0.31 | V/C | | 0.07 | 0.515 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.13 | RTOG | | 0.13 | RTOG | | 0.31 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | -0.02 | RTOR | | 0.13 | RTOR | | 0.13 | |
| RTC | | -0.07 | RTC | | 0.11 | RTC | | 0.41 | RTC | | 0.48 | |
| Addl ICU | | 0.07 | Addl ICU | | -0.04 | Addl ICU | | -0.30 | Addl ICU | | -0.48 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.57 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|------|-----------------------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4515 | 585 | Total Saturation |
| 56 | 0 | 95 | 0 | 0 | 0 | 0 | 2167 | 140 | 0 | 2163 | 280 | Volume |
| 0.03 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.64 | 0.00 | 0.00 | 0.48 | 0.48 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.00 | | V/C | 0.64 | | V/C | 0.00 | | 0.670 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.03 | | RTOG | -0.03 | | RTOG | 0.64 | | RTOG | 0.64 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.16 | | RTOR | 0.03 | | RTOR | 0.03 | | |
| RTC | 0.03 | | RTC | 0.09 | | RTC | 0.66 | | RTC | 0.66 | | |
| Addl ICU | 0.02 | | Addl ICU | -0.09 | | Addl ICU | -0.66 | | Addl ICU | -0.18 | | |
| | 0.02 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | | 0.74 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 269 | 561 | 106 | 348 | 1588 | 855 | 886 | 1507 | 784 | 290 | 1428 | 340 | Volume |
| 0.08 | 0.11 | 0.00 | 0.10 | 0.31 | 0.00 | 0.17 | 0.30 | 0.46 | 0.09 | 0.28 | 0.20 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.31 | V/C | | 0.17 | V/C | | 0.28 | 0.844 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.29 | RTOG | | 0.31 | RTOG | | 0.37 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.17 | RTOR | | 0.08 | RTOR | | 0.28 | |
| RTC | | 0.41 | RTC | | 0.44 | RTC | | 0.43 | RTC | | 0.49 | |
| Addl ICU | | -0.41 | Addl ICU | | -0.44 | Addl ICU | | 0.03 | Addl ICU | | -0.29 | |
| | | 0.00 | | | 0.00 | | | 0.03 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.92 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5003 | 97 | 1700 | 696 | 1004 | 1700 | 1700 | 1700 | Total Saturation |
| 127 | 1151 | 112 | 93 | 2159 | 42 | 15 | 86 | 124 | 309 | 89 | 206 | Volume |
| 0.07 | 0.23 | 0.00 | 0.05 | 0.43 | 0.43 | 0.01 | 0.12 | 0.12 | 0.18 | 0.05 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.07 | V/C | | 0.43 | V/C | | 0.12 | V/C | | 0.18 | 0.812 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.45 | RTOG | | 0.43 | RTOG | | 0.12 | RTOG | | 0.30 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.25 | RTOR | | 0.07 | RTOR | | 0.28 | |
| RTC | | 0.59 | RTC | | 0.62 | RTC | | 0.18 | RTC | | 0.51 | |
| Addl ICU | | -0.59 | Addl ICU | | -0.19 | Addl ICU | | -0.06 | Addl ICU | | -0.39 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.86 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 4942 | 158 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 163 | 1174 | 239 | 115 | 2283 | 73 | 12 | 12 | 30 | 466 | 43 | 107 | Volume |
| 0.10 | 0.23 | 0.00 | 0.03 | 0.46 | 0.46 | 0.01 | 0.01 | 0.00 | 0.14 | 0.03 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.10 | | V/C | 0.46 | | V/C | 0.01 | | V/C | 0.14 | | 0.702 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.52 | | RTOG | 0.46 | | RTOG | 0.01 | | RTOG | 0.14 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.12 | | RTOR | 0.10 | | RTOR | 0.33 | | |
| RTC | 0.63 | | RTC | 0.55 | | RTC | 0.08 | | RTC | 0.38 | | |
| Addl ICU | -0.63 | | Addl ICU | -0.09 | | Addl ICU | -0.08 | | Addl ICU | -0.32 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.75 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2745 | 655 | Total Saturation |
| 5 | 1017 | 145 | 110 | 1435 | 1113 | 539 | 190 | 12 | 237 | 402 | 96 | Volume |
| 0.00 | 0.20 | 0.00 | 0.03 | 0.28 | 0.00 | 0.16 | 0.06 | 0.01 | 0.07 | 0.15 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.28 | V/C | | 0.16 | V/C | | 0.15 | 0.589 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.25 | RTOG | | 0.28 | RTOG | | 0.24 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.16 | RTOR | | 0.00 | RTOR | | 0.08 | |
| RTC | | 0.44 | RTC | | 0.40 | RTC | | 0.24 | RTC | | 0.21 | |
| Addl ICU | | -0.44 | Addl ICU | | -0.40 | Addl ICU | | -0.23 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.64 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3883 | 345 | 0 | 1286 | 0 | 0 | 0 | 0 | 168 | 0 | 1256 | Volume |
| 0.00 | 0.57 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.25 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.57 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.10 | 0.670 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.57 | RTOG | | 0.57 | RTOG | | -0.10 | RTOG | | 0.10 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.10 | RTOR | | 0.32 | RTOR | | 0.00 | |
| RTC | | 0.65 | RTC | | 0.65 | RTC | | 0.14 | RTC | | 0.10 | |
| Addl ICU | | -0.65 | Addl ICU | | -0.65 | Addl ICU | | -0.14 | Addl ICU | | 0.15 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.15 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.87 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 1469 | 0 | 0 | 1081 | 421 | 2704 | 0 | 519 | 0 | 0 | 0 | Volume |
| 0.00 | 0.29 | 0.00 | 0.00 | 0.21 | 0.00 | 0.53 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.29 | V/C | | 0.00 | V/C | | 0.53 | V/C | | 0.00 | 0.818 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.29 | RTOG | | 0.29 | RTOG | | 0.53 | RTOG | | -0.53 | Right Turn Adjustment |
| RTOR | | 0.53 | RTOR | | 0.53 | RTOR | | 0.08 | RTOR | | 0.00 | |
| RTC | | 0.69 | RTC | | 0.69 | RTC | | 0.59 | RTC | | -0.53 | |
| Addl ICU | | -0.69 | Addl ICU | | -0.69 | Addl ICU | | -0.28 | Addl ICU | | 0.53 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | | 0.87 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 248 | 0 | 401 | 0 | 776 | 400 | 441 | 1388 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.12 | 0.00 | 0.23 | 0.24 | 0.13 | 0.41 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.15 | V/C | | 0.00 | V/C | | 0.41 | 0.554 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.15 | RTOG | | 0.15 | RTOG | | 0.28 | RTOG | | 0.41 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.00 | RTOR | | 0.15 | RTOR | | 0.15 | |
| RTC | | -0.01 | RTC | | 0.15 | RTC | | 0.39 | RTC | | 0.52 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.03 | Addl ICU | | -0.15 | Addl ICU | | -0.52 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.60 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 288 | 0 | 571 | 0 | 0 | 0 | 0 | 996 | 45 | 138 | 1538 | 0 | Volume |
| 0.08 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 | 0.00 | 0.08 | 0.45 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.45 | 0.537 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | -0.08 | RTOG | | 0.37 | RTOG | | 0.45 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.08 | |
| RTC | | 0.20 | RTC | | -0.08 | RTC | | 0.43 | RTC | | 0.52 | |
| Addl ICU | | -0.04 | Addl ICU | | 0.08 | Addl ICU | | -0.43 | Addl ICU | | -0.52 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.59 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 283 | 23 | 57 | 124 | 79 | 39 | 23 | 487 | 136 | 215 | 1100 | 19 | Volume |
| 0.17 | 0.01 | 0.03 | 0.07 | 0.02 | 0.02 | 0.01 | 0.14 | 0.08 | 0.13 | 0.32 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.17 | | V/C | 0.02 | | V/C | 0.01 | | V/C | 0.32 | | 0.527 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.02 | | RTOG | 0.21 | | RTOG | 0.32 | | Right Turn Adjustment |
| RTOR | 0.19 | | RTOR | 0.01 | | RTOR | 0.17 | | RTOR | 0.18 | | |
| RTC | 0.26 | | RTC | 0.03 | | RTC | 0.34 | | RTC | 0.46 | | |
| Addl ICU | -0.23 | | Addl ICU | -0.01 | | Addl ICU | -0.26 | | Addl ICU | -0.44 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 259 | 1441 | 850 | 458 | 1242 | Total Saturation |
| 69 | 129 | 1 | 46 | 533 | 195 | 25 | 9 | 50 | 1 | 31 | 84 | Volume |
| 0.08 | 0.08 | 0.00 | 0.05 | 0.31 | 0.23 | 0.03 | 0.03 | 0.03 | 0.00 | 0.07 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.08 | | V/C | 0.31 | | V/C | 0.03 | | V/C | 0.07 | | 0.492 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.34 | | RTOG | 0.31 | | RTOG | 0.10 | | RTOG | 0.07 | | |
| RTOR | 0.06 | | RTOR | 0.03 | | RTOR | 0.08 | | RTOR | 0.32 | | |
| RTC | 0.39 | | RTC | 0.34 | | RTC | 0.16 | | RTC | 0.31 | | |
| Addl ICU | -0.39 | | Addl ICU | -0.11 | | Addl ICU | -0.12 | | Addl ICU | -0.24 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.54 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 133 | 53 | 83 | 289 | 362 | 460 | 127 | 1965 | 274 | 172 | 2025 | 89 | Volume |
| 0.04 | 0.02 | 0.05 | 0.17 | 0.11 | 0.00 | 0.04 | 0.39 | 0.16 | 0.05 | 0.40 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.04 | | V/C | 0.11 | | V/C | 0.39 | | V/C | 0.05 | | 0.581 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.02 | | RTOG | 0.11 | | RTOG | 0.39 | | RTOG | 0.40 | | Right Turn Adjustment |
| RTOR | 0.05 | | RTOR | 0.04 | | RTOR | 0.04 | | RTOR | 0.13 | | |
| RTC | 0.01 | | RTC | 0.14 | | RTC | 0.41 | | RTC | 0.50 | | |
| Addl ICU | 0.04 | | Addl ICU | -0.14 | | Addl ICU | -0.25 | | Addl ICU | -0.44 | | |
| | 0.04 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3228 | 172 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3235 | 165 | Total Saturation |
| 159 | 75 | 4 | 24 | 380 | 945 | 680 | 317 | 562 | 26 | 609 | 31 | Volume |
| 0.05 | 0.02 | 0.02 | 0.01 | 0.11 | 0.56 | 0.20 | 0.09 | 0.33 | 0.02 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.11 | | V/C | 0.20 | | V/C | 0.19 | | 0.547 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.14 | | RTOG | 0.11 | | RTOG | 0.37 | | RTOG | 0.19 | | Right Turn Adjustment |
| RTOR | 0.30 | | RTOR | 0.20 | | RTOR | 0.05 | | RTOR | 0.14 | | |
| RTC | 0.37 | | RTC | 0.26 | | RTC | 0.41 | | RTC | 0.29 | | |
| Addl ICU | -0.34 | | Addl ICU | 0.29 | | Addl ICU | -0.08 | | Addl ICU | -0.10 | | |
| | 0.00 | | | 0.29 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.89 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 320 | 0 | 168 | 66 | 977 | 0 | 0 | 1249 | 162 | Volume |
| 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.10 | 0.04 | 0.29 | 0.00 | 0.00 | 0.37 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.09 | V/C | | 0.04 | V/C | | 0.37 | 0.500 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.09 | RTOG | | 0.09 | RTOG | | 0.41 | RTOG | | 0.37 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.04 | RTOR | | 0.09 | RTOR | | 0.09 | |
| RTC | | 0.00 | RTC | | 0.12 | RTC | | 0.48 | RTC | | 0.44 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.02 | Addl ICU | | -0.48 | Addl ICU | | -0.34 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.55 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 136 | 0 | 60 | 0 | 0 | 0 | 0 | 2708 | 252 | 136 | 2225 | 0 | Volume |
| 0.08 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.53 | 0.15 | 0.08 | 0.44 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.08 | V/C | | 0.00 | V/C | | 0.53 | V/C | | 0.08 | 0.691 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | -0.08 | RTOG | | 0.53 | RTOG | | 0.61 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.17 | RTOR | | 0.08 | RTOR | | 0.08 | |
| RTC | | 0.14 | RTC | | 0.05 | RTC | | 0.59 | RTC | | 0.67 | |
| Addl ICU | | -0.10 | Addl ICU | | -0.05 | Addl ICU | | -0.44 | Addl ICU | | -0.67 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.74 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 126 | 348 | 96 | 292 | 520 | 384 | 197 | 485 | 94 | 161 | 1085 | 338 | Volume |
| 0.07 | 0.10 | 0.06 | 0.09 | 0.15 | 0.23 | 0.06 | 0.14 | 0.06 | 0.05 | 0.32 | 0.20 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.15 | V/C | | 0.06 | V/C | | 0.32 | 0.604 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.14 | RTOG | | 0.15 | RTOG | | 0.33 | RTOG | | 0.32 | Right Turn Adjustment |
| RTOR | | 0.23 | RTOR | | 0.06 | RTOR | | 0.07 | RTOR | | 0.12 | |
| RTC | | 0.32 | RTC | | 0.20 | RTC | | 0.39 | RTC | | 0.41 | |
| Addl ICU | | -0.26 | Addl ICU | | 0.03 | Addl ICU | | -0.33 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.03 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.68 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 579 | 446 | 206 | 112 | 326 | 307 | 251 | 1083 | 336 | 178 | 1463 | 133 | Volume |
| 0.17 | 0.13 | 0.12 | 0.07 | 0.10 | 0.18 | 0.07 | 0.21 | 0.00 | 0.05 | 0.29 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.17 | | V/C | 0.10 | | V/C | 0.07 | | V/C | 0.29 | | 0.627 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.20 | | RTOG | 0.10 | | RTOG | 0.31 | | RTOG | 0.29 | | Right Turn Adjustment |
| RTOR | 0.15 | | RTOR | 0.07 | | RTOR | 0.17 | | RTOR | 0.14 | | |
| RTC | 0.31 | | RTC | 0.15 | | RTC | 0.44 | | RTC | 0.39 | | |
| Addl ICU | -0.19 | | Addl ICU | 0.03 | | Addl ICU | -0.44 | | Addl ICU | -0.31 | | |
| | 0.00 | | | 0.03 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.71 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 1700 | 6941 | 1559 | 3400 | 1700 | 3400 | 3400 | 2550 | 850 | Total Saturation |
| 958 | 2954 | 34 | 27 | 3028 | 680 | 220 | 14 | 316 | 5 | 12 | 4 | Volume |
| 0.28 | 0.43 | 0.02 | 0.02 | 0.44 | 0.44 | 0.06 | 0.01 | 0.09 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.28 | V/C | | 0.44 | V/C | | 0.06 | V/C | | 0.00 | 0.787 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.70 | RTOG | | 0.44 | RTOG | | 0.07 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.06 | RTOR | | 0.28 | RTOR | | 0.28 | |
| RTC | | 0.75 | RTC | | 0.48 | RTC | | 0.28 | RTC | | 0.22 | |
| Addl ICU | | -0.73 | Addl ICU | | -0.05 | Addl ICU | | -0.19 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.84 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 317 | 1383 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 408 | 11 | 48 | 40 | 98 | 327 | 11 | 515 | 136 | 25 | 805 | 0 | Volume |
| 0.12 | 0.03 | 0.03 | 0.02 | 0.06 | 0.19 | 0.01 | 0.15 | 0.08 | 0.01 | 0.24 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.12 | V/C | | 0.06 | V/C | | 0.01 | V/C | | 0.24 | 0.421 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.06 | RTOG | | 0.23 | RTOG | | 0.24 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.01 | RTOR | | 0.12 | RTOR | | 0.14 | |
| RTC | | 0.22 | RTC | | 0.06 | RTC | | 0.32 | RTC | | 0.34 | |
| Addl ICU | | -0.19 | Addl ICU | | 0.13 | Addl ICU | | -0.24 | Addl ICU | | -0.34 | |
| | | 0.00 | | | 0.13 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.60 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 47 | 42 | 127 | 423 | 68 | 161 | 87 | 2267 | 34 | 102 | 2069 | 215 | Volume |
| 0.03 | 0.02 | 0.07 | 0.12 | 0.04 | 0.09 | 0.05 | 0.44 | 0.02 | 0.06 | 0.41 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.12 | V/C | | 0.44 | V/C | | 0.06 | 0.654 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.12 | RTOG | | 0.44 | RTOG | | 0.45 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.10 | RTOR | | 0.11 | RTOR | | 0.12 | |
| RTC | | 0.07 | RTC | | 0.20 | RTC | | 0.53 | RTC | | 0.55 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.10 | Addl ICU | | -0.51 | Addl ICU | | -0.42 | |
| | | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.71 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2726 | 674 | 1700 | 3358 | 42 | 1700 | 280 | 1420 | 1700 | 1336 | 364 | Total Saturation |
| 17 | 170 | 42 | 2 | 644 | 8 | 12 | 14 | 71 | 148 | 11 | 3 | Volume |
| 0.01 | 0.06 | 0.06 | 0.00 | 0.19 | 0.19 | 0.01 | 0.05 | 0.05 | 0.09 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.19 | V/C | | 0.05 | V/C | | 0.09 | 0.339 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.19 | RTOG | | 0.05 | RTOG | | 0.13 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.13 | RTOR | | 0.01 | RTOR | | 0.14 | |
| RTC | | 0.27 | RTC | | 0.29 | RTC | | 0.06 | RTC | | 0.23 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.10 | Addl ICU | | -0.01 | Addl ICU | | -0.23 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.39 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 0 | 850 | 1700 | 850 | Total Saturation |
| 27 | 232 | 143 | 25 | 894 | 52 | 6 | 41 | 0 | 276 | 109 | 9 | Volume |
| 0.03 | 0.14 | 0.17 | 0.03 | 0.53 | 0.06 | 0.01 | 0.02 | 0.00 | 0.32 | 0.06 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.53 | V/C | | 0.02 | V/C | | 0.32 | 0.906 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.53 | RTOG | | 0.53 | RTOG | | 0.02 | RTOG | | 0.34 | Right Turn Adjustment |
| RTOR | | 0.32 | RTOR | | 0.28 | RTOR | | 0.03 | RTOR | | 0.42 | |
| RTC | | 0.77 | RTC | | 0.74 | RTC | | 0.05 | RTC | | 0.66 | |
| Addl ICU | | -0.60 | Addl ICU | | -0.68 | Addl ICU | | -0.05 | Addl ICU | | -0.65 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.96 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3201 | 199 | 1700 | 2571 | 829 | 1700 | 181 | 1519 | 1700 | 1133 | 567 | Total Saturation |
| 14 | 161 | 10 | 1 | 595 | 192 | 18 | 5 | 42 | 51 | 26 | 13 | Volume |
| 0.01 | 0.05 | 0.05 | 0.00 | 0.23 | 0.23 | 0.01 | 0.03 | 0.03 | 0.03 | 0.02 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.01 | | V/C | 0.23 | | V/C | 0.03 | | V/C | 0.03 | | 0.297 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.24 | | RTOG | 0.23 | | RTOG | 0.03 | | RTOG | 0.05 | | Right Turn Adjustment |
| RTOR | 0.03 | | RTOR | 0.03 | | RTOR | 0.01 | | RTOR | 0.19 | | |
| RTC | 0.26 | | RTC | 0.26 | | RTC | 0.03 | | RTC | 0.19 | | |
| Addl ICU | -0.21 | | Addl ICU | -0.03 | | Addl ICU | -0.01 | | Addl ICU | -0.17 | | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.35 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 952 | 748 | 850 | 1670 | 30 | 850 | 1693 | 7 | 850 | 1675 | 25 | Total Saturation |
| 1 | 28 | 22 | 22 | 222 | 4 | 2 | 254 | 1 | 26 | 466 | 7 | Volume |
| 0.00 | 0.03 | 0.03 | 0.03 | 0.13 | 0.13 | 0.00 | 0.15 | 0.15 | 0.03 | 0.28 | 0.28 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.28 | 0.415 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.13 | RTOG | | 0.25 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.13 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.10 | |
| RTC | | 0.21 | RTC | | 0.13 | RTC | | 0.25 | RTC | | 0.36 | |
| Addl ICU | | -0.18 | Addl ICU | | 0.00 | Addl ICU | | -0.10 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.46 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 65 | 0 | 65 | 0 | 0 | 0 | 0 | 2273 | 66 | 64 | 2208 | 0 | Volume |
| 0.04 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.45 | 0.04 | 0.04 | 0.43 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.04 | | V/C | 0.00 | | V/C | 0.45 | | V/C | 0.04 | | 0.522 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | -0.04 | | RTOG | 0.45 | | RTOG | 0.48 | | Right Turn Adjustment |
| RTOR | 0.04 | | RTOR | 0.05 | | RTOR | 0.04 | | RTOR | 0.04 | | |
| RTC | 0.07 | | RTC | 0.00 | | RTC | 0.47 | | RTC | 0.51 | | |
| Addl ICU | -0.03 | | Addl ICU | 0.00 | | Addl ICU | -0.44 | | Addl ICU | -0.51 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.57 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 8 | 28 | 0 | 0 | 48 | 142 | 26 | 0 | 20 | 0 | 0 | 0 | Volume |
| 0.00 | 0.02 | 0.00 | 0.00 | 0.03 | 0.08 | 0.02 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.02 | V/C | | 0.00 | 0.048 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.03 | RTOG | | 0.02 | RTOG | | -0.02 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.02 | |
| RTC | | 0.04 | RTC | | 0.04 | RTC | | 0.02 | RTC | | 0.00 | |
| Addl ICU | | -0.04 | Addl ICU | | 0.04 | Addl ICU | | -0.01 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.04 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.14 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 30 | 1670 | 0 | 0 | 1632 | 68 | Total Saturation |
| 0 | 0 | 0 | 38 | 0 | 39 | 5 | 282 | 0 | 0 | 407 | 17 | Volume |
| 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.05 | 0.17 | 0.17 | 0.00 | 0.00 | 0.25 | 0.25 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.04 | V/C | | 0.17 | V/C | | 0.25 | 0.463 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.04 | RTOG | | 0.04 | RTOG | | 0.42 | RTOG | | 0.25 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.17 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.14 | RTC | | 0.17 | RTC | | 0.45 | RTC | | 0.28 | |
| Addl ICU | | -0.14 | Addl ICU | | -0.13 | Addl ICU | | -0.45 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.51 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1687 | 13 | Total Saturation |
| 0 | 0 | 0 | 7 | 0 | 4 | 13 | 331 | 0 | 0 | 384 | 3 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.19 | 0.00 | 0.00 | 0.23 | 0.23 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.01 | V/C | | 0.23 | 0.244 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.01 | RTOG | | 0.24 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.02 | RTC | | 0.01 | RTC | | 0.24 | RTC | | 0.23 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.01 | Addl ICU | | -0.24 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.29 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 58 | 8 | 74 | 187 | 33 | 145 | 37 | 2755 | 64 | 54 | 2230 | 31 | Volume |
| 0.03 | 0.00 | 0.04 | 0.11 | 0.02 | 0.09 | 0.02 | 0.54 | 0.04 | 0.03 | 0.44 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.11 | V/C | | 0.54 | V/C | | 0.03 | 0.687 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.08 | RTOG | | 0.54 | RTOG | | 0.55 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.13 | RTOR | | 0.10 | RTOR | | 0.11 | |
| RTC | | 0.03 | RTC | | 0.18 | RTC | | 0.61 | RTC | | 0.63 | |
| Addl ICU | | 0.02 | Addl ICU | | -0.10 | Addl ICU | | -0.57 | Addl ICU | | -0.61 | |
| | | 0.02 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.75 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1440 | 260 | 1700 | 1606 | 94 | 1700 | 1476 | 224 | 1700 | 1327 | 373 | Total Saturation |
| 22 | 122 | 22 | 78 | 119 | 7 | 23 | 270 | 41 | 10 | 359 | 101 | Volume |
| 0.01 | 0.08 | 0.08 | 0.05 | 0.07 | 0.07 | 0.01 | 0.18 | 0.18 | 0.01 | 0.27 | 0.27 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.05 | V/C | | 0.01 | V/C | | 0.27 | 0.415 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | 0.12 | RTOG | | 0.28 | RTOG | | 0.27 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.01 | RTOR | | 0.06 | RTOR | | 0.05 | |
| RTC | | 0.16 | RTC | | 0.13 | RTC | | 0.32 | RTC | | 0.31 | |
| Addl ICU | | -0.08 | Addl ICU | | -0.05 | Addl ICU | | -0.14 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.46 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1031 | 669 | 1700 | 1700 | 1700 | 1700 | 3255 | 145 | 1700 | 3400 | 1700 | Total Saturation |
| 102 | 37 | 24 | 127 | 58 | 562 | 148 | 830 | 37 | 12 | 1059 | 42 | Volume |
| 0.06 | 0.04 | 0.04 | 0.07 | 0.03 | 0.33 | 0.09 | 0.26 | 0.26 | 0.01 | 0.31 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.04 | | V/C | 0.07 | | V/C | 0.09 | | V/C | 0.31 | | 0.509 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | 0.05 | | RTOG | 0.39 | | RTOG | 0.31 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.09 | | RTOR | 0.08 | | RTOR | 0.07 | | |
| RTC | 0.14 | | RTC | 0.12 | | RTC | 0.45 | | RTC | 0.37 | | |
| Addl ICU | -0.11 | | Addl ICU | 0.21 | | Addl ICU | -0.19 | | Addl ICU | -0.34 | | |
| | 0.00 | | | 0.21 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 655 | 1045 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 98 | 18 | 209 | 156 | 32 | 51 | 28 | 2760 | 297 | 167 | 2187 | 51 | Volume |
| 0.06 | 0.01 | 0.12 | 0.09 | 0.05 | 0.05 | 0.02 | 0.54 | 0.17 | 0.05 | 0.43 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.09 | V/C | | 0.54 | V/C | | 0.05 | 0.693 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.04 | RTOG | | 0.54 | RTOG | | 0.57 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.16 | RTOR | | 0.05 | RTOR | | 0.09 | |
| RTC | | 0.05 | RTC | | 0.17 | RTC | | 0.58 | RTC | | 0.64 | |
| Addl ICU | | 0.08 | Addl ICU | | -0.12 | Addl ICU | | -0.41 | Addl ICU | | -0.61 | |
| | | 0.08 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.82 | | | | | | | | | | | | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2035 – WITH PROJECT
2012 MODIFIED PROJECT OPTION 1
PM PEAK HOUR**

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Impact Analysis Report
 Level Of Service

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|------|-------------|---------|--------|-------------|---------|--------------|
| | LOS | Del/ Veh | V/ C | LOS | Del/ Veh | V/ C | |
| # 1 "B" St & Driveway 1 | A | 9.6 | 0.005 | A | 9.6 | 0.005 | + 0.000 D/V |
| # 2 "B" St & Driveway 2 | A | 10.0 | 0.024 | A | 10.0 | 0.024 | + 0.000 D/V |
| # 3 Driveway 3 & "LQ" St | A | 9.9 | 0.028 | A | 9.9 | 0.028 | + 0.000 D/V |
| # 4 Driveway 4 & "LQ" St | B | 13.5 | 0.020 | B | 13.5 | 0.020 | + 0.000 D/V |
| # 5 "LQ" St & Driveway 5 | A | 9.9 | 0.038 | A | 9.9 | 0.038 | + 0.000 D/V |
| # 6 "LQ" St & Driveway 6 | B | 14.8 | 0.141 | B | 14.8 | 0.141 | + 0.000 D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 D/V |
| #282 Jeffrey Rd & Portola Pkwy | B | xxxxxx | 0.659 | B | xxxxxx | 0.659 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxxx | 0.920 | E | xxxxxx | 0.920 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | C | xxxxxx | 0.756 | C | xxxxxx | 0.756 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | D | xxxxxx | 0.879 | D | xxxxxx | 0.879 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx | 0.598 | A | xxxxxx | 0.598 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | C | xxxxxx | 0.795 | C | xxxxxx | 0.795 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | E | xxxxxx | 0.907 | E | xxxxxx | 0.907 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | C | 33.5 | 0.968 | C | 33.5 | 0.968 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 18.8 | 0.864 | B | 18.8 | 0.864 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxxx | 1.143 | F | xxxxxx | 1.143 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | A | 8.5 | 0.608 | A | 8.5 | 0.608 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 12.3 | 0.803 | B | 12.3 | 0.803 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | F | xxxxxx | 1.005 | F | xxxxxx | 1.005 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | C | xxxxxx | 0.701 | C | xxxxxx | 0.701 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx | 0.593 | A | xxxxxx | 0.593 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | C | xxxxxx | 0.794 | C | xxxxxx | 0.794 | + 0.000 V/C |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|-------------|-----------|-------|-------------|-----------|-------|--------------|
| | Del/ LOS | V/ Veh | C | Del/ LOS | V/ Veh | C | |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | A | 6.9 | 0.618 | A | 6.9 | 0.618 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 24.9 | 0.902 | C | 24.9 | 0.902 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | E | xxxxxx | 0.929 | E | xxxxxx | 0.929 | + 0.000 V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 13.5 | 0.538 | B | 13.5 | 0.538 | + 0.000 D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | C | 20.4 | 0.593 | C | 20.4 | 0.593 | + 0.000 D/V |
| #556 Ridge Valley & Portola Pkwy | C | xxxxxx | 0.715 | C | xxxxxx | 0.715 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 2.7 | 0.262 | A | 2.7 | 0.262 | + 0.000 V/C |
| #558 "O" St & Irvine Blvd | D | xxxxxx | 0.833 | D | xxxxxx | 0.833 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | C | xxxxxx | 0.714 | C | xxxxxx | 0.714 | + 0.000 V/C |
| #560 "O" St & Marine Wy | C | xxxxxx | 0.714 | C | xxxxxx | 0.714 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | C | xxxxxx | 0.768 | C | xxxxxx | 0.768 | + 0.000 V/C |
| #566 Marine Wy & Barranca Pkwy | B | xxxxxx | 0.651 | B | xxxxxx | 0.651 | + 0.000 V/C |
| #567 Marine Wy & Alton Pkwy | B | xxxxxx | 0.645 | B | xxxxxx | 0.645 | + 0.000 V/C |
| #569 Bake Pkwy & Marine Wy | D | xxxxxx | 0.832 | D | xxxxxx | 0.832 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | A | xxxxxx | 0.528 | A | xxxxxx | 0.528 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | D | xxxxxx | 0.809 | D | xxxxxx | 0.809 | + 0.000 V/C |
| #603 "O" St & "LN" St | A | xxxxxx | 0.327 | A | xxxxxx | 0.327 | + 0.000 V/C |
| #605 "O" St & "LQ" St | A | 3.2 | 0.405 | A | 3.2 | 0.405 | + 0.000 V/C |
| #608 "O" St & "LV" St | A | xxxxxx | 0.335 | A | xxxxxx | 0.335 | + 0.000 V/C |
| #626 "LY" St & "LQ" St | A | 4.8 | 0.391 | A | 4.8 | 0.391 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | B | xxxxxx | 0.635 | B | xxxxxx | 0.635 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A | 9.9 | 0.101 | A | 9.9 | 0.101 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A | 4.4 | 0.367 | A | 4.4 | 0.367 | + 0.000 V/C |
| #787 "Z" St & "LQ" St | B | 13.2 | 0.019 | B | 13.2 | 0.019 | + 0.000 D/V |
| #790 "Z" St & Irvine Blvd | C | xxxxxx | 0.792 | C | xxxxxx | 0.792 | + 0.000 V/C |

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #798 "B" St & "LQ" St | A xxxxx | 0.411 | A xxxxx | 0.411 | + 0.000 V/C |
| #799 "B" St & Marine Wy | D xxxxx | 0.827 | D xxxxx | 0.827 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D xxxxx | 0.811 | D xxxxx | 0.811 | + 0.000 V/C |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 260 | 2 | 0 | 215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 9.6 | | | | | | | |

 Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=4]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=481]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 260 | 2 | 0 | 215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | | |
| Major Street Volume: | 477 | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 4 | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 417 | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|----|---|----|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 157 | 6 | 24 | 215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 21 | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 10.0 | | | | | | | | |

 Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=32]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=434]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|----|-----|---|------------|---|---|---|------------|---|---|----|---|---|----|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 157 | | 6 | | 24 | 215 | | 0 | | 0 | 0 | | 0 | | 11 | 0 | | 21 | |
| Major Street Volume: | | | | | 402 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 32 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 599 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | | 10 | 368 | 0 | | | 0 | 291 | 3 | | |
| ApproachDel: | xxxxxx | | | | 9.9 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=21]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=693]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|----|-----|---|--------------|---|---|---|---|-----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | | 0 | | 0 | 0 | | 0 | | 21 | 10 | | 368 | | 0 | 0 | | 291 | | 3 |
| Major Street Volume: | | | | | | | | | | | 672 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 21 | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | 422 | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign, Uncontrolled), Lanes, Final Volume, and Approach Del.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=715]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=19]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=715]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|----------------------------------|-------------|---|---|-------------|---|---|--------------|-----|---|--------------|-----|----|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 2 | 3 | 3 | 7 | 5 | 7 | 10 | 368 | 4 | 5 | 291 | 10 | | | |
| Major Street Volume: | 688 | | | | | | | | | | | | | | |
| Minor Approach Volume: | 19 | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 414 | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
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Peak Hour Delay Signal Warrant Report

 Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 368 | 0 | 0 | 287 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.9 | | | xxxxxx | | | | | | | | | | |

 Approach[eastbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=29]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=684]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Project
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|---|---|-----|------------|---|-----|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 368 | | 0 | 0 | | 287 | | 0 | 0 | | 0 | | 29 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | | | | | | | 655 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 29 | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | 332 | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
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Peak Hour Delay Signal Warrant Report

 Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 14 | 295 | 4 | 0 | 287 | 24 | 55 | 9 | 9 | 2 | 6 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 14.8 | | | 14.3 | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=73]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=705]

FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=8]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=705]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
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 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|----|------------|---|---|------------|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | | | | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| FinalVolume: | 14 | 295 | 4 | 0 | 287 | 24 | 55 | 9 | 9 | 2 | 6 | 0 | | | | | | | | | | | |
| Major Street Volume: | 624 | | | | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 73 | | | | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 577 | | | | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 295 | 0 | 0 | 283 | 48 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
 Year 2035 With Project
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 295 | 0 | 0 | 0 | 0 | 283 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | | | | | 626 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 0 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 446 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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 Year 2035 With Project
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Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|-----|---|--------------|-----|----|------------|---|----|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 69 | 125 | 0 | 0 | 108 | 24 | 47 | 0 | 96 | 0 | 0 | 0 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.9 | | | xxxxxx | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=143]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=469]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|----|------------|---|----|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 69 | 125 | 0 | 0 | 108 | 24 | 47 | 0 | 96 | 0 | 0 | 0 | | | | | | |
| Major Street Volume: | 326 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 143 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 856 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 24 | 394 | 0 | 0 | 0 | 0 | 323 | 2 | 2 | 2 |
| ApproachDel: | xxxxxx | | | | 13.2 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=3]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=746]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 24 | 394 | 0 | 0 | 0 | 0 | 323 | 2 | 0 | 0 |
| Major Street Volume: | | | | | 743 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 3 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 387 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of volume-related metrics.

Critical Gap Module table with 12 columns and 2 rows of critical gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity-related metrics.

Level of Service Module table with 12 columns and 10 rows of level of service and delay data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: A[10.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, and Lanes.

Table with 12 columns representing traffic volumes. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table with 12 columns representing critical gap and follow-up times. Rows include Critical Gap and FollowUpTim.

Table with 12 columns representing capacity. Rows include Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with 12 columns representing level of service. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.9]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns for movements (L, T, R). Rows include Control, Rights, and Lanes.

Volume Module table with 13 columns for different volume types (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for approaches.

Critical Gap Module table with 13 columns for critical gap and follow-up time for each approach.

Capacity Module table with 13 columns for capacity-related metrics (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for approaches.

Level of Service Module table with 13 columns for LOS metrics (2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for approaches.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[13.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustments for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns showing critical gap and follow-up times for each approach.

Capacity Module table with 12 columns showing conflict volumes, potential capacity, move capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns showing LOS metrics like 2Way95thQ, Control Del, LOS by Move, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different movement directions and 7 rows of volume-related metrics.

Critical Gap Module table with 12 columns and 2 rows showing gap and follow-up time metrics.

Capacity Module table with 12 columns and 4 rows showing conflict volume, capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns and 7 rows showing delay, LOS, and approach delay metrics.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[14.8]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 3 rows of data.

Critical Gap Module: Table with 12 columns for gap components (Critical Gap, FollowUpTim) and 2 rows of data.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) and 2 rows of data.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 2 rows of data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different volume components and 4 rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows for Critical Gap and FollowUpTime.

Capacity Module table with 12 columns and 4 rows for Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 8 rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 743 | 30 | 72 | 127 | 67 | 42 | 134 | 1223 | 443 | 309 | 874 | 30 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 743 | 30 | 72 | 127 | 67 | 42 | 134 | 1223 | 443 | 309 | 874 | 30 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 743 | 30 | 0 | 127 | 67 | 42 | 134 | 1223 | 443 | 309 | 874 | 30 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 743 | 30 | 0 | 127 | 67 | 42 | 134 | 1223 | 443 | 309 | 874 | 30 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 743 | 30 | 0 | 127 | 67 | 42 | 134 | 1223 | 443 | 309 | 874 | 30 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.90 | 0.10 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 4931 | 169 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.22 | 0.02 | 0.00 | 0.07 | 0.04 | 0.02 | 0.08 | 0.24 | 0.26 | 0.09 | 0.18 | 0.18 |
| Crit Moves: | **** | | | **** | | | | | **** | **** | | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.920
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: C

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Volume and rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat., and rows for Sat/Lane, Adjustment, Lanes, and Final Sat..

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves, and rows for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.879 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 76 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 241 | 1938 | 510 | 100 | 946 | 153 | 390 | 717 | 166 | 257 | 695 | 273 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 241 | 1938 | 510 | 100 | 946 | 153 | 390 | 717 | 166 | 257 | 695 | 273 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 241 | 1938 | 510 | 100 | 946 | 153 | 390 | 717 | 166 | 257 | 695 | 273 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 241 | 1938 | 510 | 100 | 946 | 153 | 390 | 717 | 166 | 257 | 695 | 273 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 241 | 1938 | 510 | 100 | 946 | 153 | 390 | 717 | 166 | 257 | 695 | 273 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.38 | 0.62 | 2.00 | 4.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 4038 | 1063 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.48 | 0.48 | 0.03 | 0.14 | 0.09 | 0.11 | 0.21 | 0.10 | 0.08 | 0.20 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.598
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 804 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 281 | 247 | 726 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 804 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 281 | 247 | 726 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 804 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 0 | 247 | 726 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 804 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 0 | 247 | 726 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 804 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 0 | 247 | 726 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.24 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.07 | 0.21 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.795 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 51 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 529 | 864 | 525 | 112 | 484 | 201 | 196 | 1302 | 191 | 478 | 1984 | 513 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 529 | 864 | 525 | 112 | 484 | 201 | 196 | 1302 | 191 | 478 | 1984 | 513 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 529 | 864 | 525 | 112 | 484 | 201 | 196 | 1302 | 191 | 478 | 1984 | 513 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 529 | 864 | 525 | 112 | 484 | 201 | 196 | 1302 | 191 | 478 | 1984 | 513 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 529 | 864 | 525 | 112 | 484 | 201 | 196 | 1302 | 191 | 478 | 1984 | 513 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.16 | 0.17 | 0.15 | 0.03 | 0.14 | 0.12 | 0.06 | 0.19 | 0.11 | 0.14 | 0.39 | 0.30 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.907 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 91 | Level Of Service: | E |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 714 | 2113 | 474 | 389 | 761 | 167 | 213 | 635 | 252 | 420 | 519 | 452 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 714 | 2113 | 474 | 389 | 761 | 167 | 213 | 635 | 252 | 420 | 519 | 452 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 714 | 2113 | 0 | 389 | 761 | 167 | 213 | 635 | 0 | 420 | 519 | 452 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 714 | 2113 | 0 | 389 | 761 | 167 | 213 | 635 | 0 | 420 | 519 | 452 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 714 | 2113 | 0 | 389 | 761 | 167 | 213 | 635 | 0 | 420 | 519 | 452 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.21 | 0.41 | 0.00 | 0.11 | 0.15 | 0.10 | 0.06 | 0.12 | 0.00 | 0.12 | 0.15 | 0.27 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.968
Loss Time (sec): 0 Average Delay (sec/veh): 33.5
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.864
Loss Time (sec): 0 Average Delay (sec/veh): 18.8
Optimal Cycle: 168 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 1.143 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 180 | Level Of Service: | F |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 220 | 1702 | 143 | 635 | 1107 | 214 | 349 | 279 | 94 | 201 | 94 | 1597 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 220 | 1702 | 143 | 635 | 1107 | 214 | 349 | 279 | 94 | 201 | 94 | 1597 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 220 | 1702 | 143 | 635 | 1107 | 214 | 349 | 279 | 94 | 201 | 94 | 1597 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 220 | 1702 | 143 | 635 | 1107 | 214 | 349 | 279 | 94 | 201 | 94 | 1597 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 220 | 1702 | 143 | 635 | 1107 | 214 | 349 | 279 | 94 | 201 | 94 | 1597 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.51 | 0.49 | 2.00 | 0.75 | 0.25 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4274 | 826 | 3400 | 1272 | 428 | 3400 | 1700 | 3400 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.33 | 0.08 | 0.19 | 0.26 | 0.26 | 0.10 | 0.22 | 0.22 | 0.06 | 0.06 | 0.47 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 0 Average Delay (sec/veh): 8.5
Optimal Cycle: 58 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 0 Average Delay (sec/veh): 12.3
Optimal Cycle: 116 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.005
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 701 | 1347 | 206 | 294 | 711 | 1002 | 856 | 1148 | 324 | 150 | 1906 | 415 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 701 | 1347 | 206 | 294 | 711 | 1002 | 856 | 1148 | 324 | 150 | 1906 | 415 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 701 | 1347 | 0 | 294 | 711 | 0 | 856 | 1148 | 324 | 150 | 1906 | 415 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 701 | 1347 | 0 | 294 | 711 | 0 | 856 | 1148 | 324 | 150 | 1906 | 415 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 701 | 1347 | 0 | 294 | 711 | 0 | 856 | 1148 | 324 | 150 | 1906 | 415 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.14 | 2.86 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3631 | 4869 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.21 | 0.26 | 0.00 | 0.09 | 0.14 | 0.00 | 0.24 | 0.24 | 0.19 | 0.04 | 0.37 | 0.24 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.701 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 37 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 0 |
| | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 106 | 2106 | 345 | 53 | 1029 | 48 | 33 | 66 | 147 | 138 | 72 | 123 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 106 | 2106 | 345 | 53 | 1029 | 48 | 33 | 66 | 147 | 138 | 72 | 123 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 106 | 2106 | 0 | 53 | 1029 | 48 | 33 | 66 | 147 | 138 | 72 | 123 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 106 | 2106 | 0 | 53 | 1029 | 48 | 33 | 66 | 147 | 138 | 72 | 123 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 106 | 2106 | 0 | 53 | 1029 | 48 | 33 | 66 | 147 | 138 | 72 | 123 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.87 | 0.13 | 1.00 | 0.31 | 0.69 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 4873 | 227 | 1700 | 527 | 1173 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.41 | 0.00 | 0.03 | 0.21 | 0.21 | 0.02 | 0.13 | 0.13 | 0.08 | 0.04 | 0.07 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 20 | 2095 | 374 | 76 | 1603 | 8 | 43 | 24 | 138 | 327 | 14 | 134 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 2095 | 374 | 76 | 1603 | 8 | 43 | 24 | 138 | 327 | 14 | 134 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 2095 | 0 | 76 | 1603 | 8 | 43 | 24 | 0 | 327 | 14 | 134 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 2095 | 0 | 76 | 1603 | 8 | 43 | 24 | 0 | 327 | 14 | 134 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 20 | 2095 | 0 | 76 | 1603 | 8 | 43 | 24 | 0 | 327 | 14 | 134 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.99 | 0.01 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5075 | 25 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.41 | 0.00 | 0.02 | 0.32 | 0.32 | 0.03 | 0.01 | 0.00 | 0.10 | 0.01 | 0.08 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 0 Average Delay (sec/veh): 6.9
Optimal Cycle: 60 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.902
Loss Time (sec): 0 Average Delay (sec/veh): 24.9
Optimal Cycle: 180 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.929
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: E

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 0 Average Delay (sec/veh): 13.5
Optimal Cycle: 49 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 0 Average Delay (sec/veh): 20.4
Optimal Cycle: 56 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.715 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 39 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | WideBypass | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 177 | 102 | 289 | 26 | 64 | 18 | 9 | 1053 | 187 | 94 | 635 | 83 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 177 | 102 | 289 | 26 | 64 | 18 | 9 | 1053 | 187 | 94 | 635 | 83 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 177 | 102 | 289 | 26 | 64 | 18 | 9 | 1053 | 187 | 94 | 635 | 83 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 177 | 102 | 289 | 26 | 64 | 18 | 9 | 1053 | 187 | 94 | 635 | 83 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 177 | 102 | 289 | 26 | 64 | 18 | 9 | 1053 | 187 | 94 | 635 | 83 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.26 | 0.74 | 1.00 | 1.56 | 0.44 | 1.00 | 1.70 | 0.30 | 1.00 | 1.77 | 0.23 |
| Final Sat.: | 1700 | 443 | 1257 | 1700 | 2654 | 746 | 1700 | 2887 | 513 | 1700 | 3007 | 393 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.23 | 0.23 | 0.02 | 0.02 | 0.02 | 0.01 | 0.36 | 0.36 | 0.06 | 0.21 | 0.21 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.7 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 53 | 387 | 1 | 59 | 239 | 78 | 114 | 31 | 127 | 2 | 22 | 73 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 53 | 387 | 1 | 59 | 239 | 78 | 114 | 31 | 127 | 2 | 22 | 73 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 53 | 387 | 1 | 59 | 239 | 78 | 114 | 31 | 127 | 2 | 22 | 73 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 53 | 387 | 1 | 59 | 239 | 78 | 114 | 31 | 127 | 2 | 22 | 73 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 53 | 387 | 1 | 59 | 239 | 78 | 114 | 31 | 127 | 2 | 22 | 73 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|---|----|-----|----|-----|----|-----|---|----|----|
| AutoPCE: | 53 | 387 | 1 | 59 | 239 | 78 | 114 | 31 | 127 | 2 | 22 | 73 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 53 | 387 | 1 | 59 | 239 | 78 | 114 | 31 | 127 | 2 | 22 | 73 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 204 | 77 | 300 | 554 |
| MaxVolume: | 2277 | 2369 | 1038 | 901 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2277 | 2369 | 1038 | 901 |
| ApproachVol: | 441 | 376 | 272 | 97 |
| ApproachV/C: | 0.19 | 0.16 | 0.26 | 0.11 |
| ApproachDel: | 2.0 | 1.8 | 4.7 | 4.5 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.7 | 0.6 | 1.1 | 0.4 |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.833
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 60 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 3 | 2 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 239 | 254 | 110 | 131 | 121 | 297 | 419 | 1675 | 177 | 111 | 2427 | 275 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 239 | 254 | 110 | 131 | 121 | 297 | 419 | 1675 | 177 | 111 | 2427 | 275 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 239 | 254 | 110 | 131 | 121 | 0 | 419 | 1675 | 177 | 111 | 2427 | 275 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 239 | 254 | 110 | 131 | 121 | 0 | 419 | 1675 | 177 | 111 | 2427 | 275 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 239 | 254 | 110 | 131 | 121 | 0 | 419 | 1675 | 177 | 111 | 2427 | 275 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.40 | 0.60 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 2373 | 1027 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.11 | 0.11 | 0.08 | 0.04 | 0.00 | 0.12 | 0.33 | 0.10 | 0.03 | 0.48 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns representing different volume and adjustment factors.

Saturation Flow Module table with 13 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns representing capacity analysis metrics.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

Table with 4 main columns: North Bound, South Bound, East Bound, West Bound. Sub-columns: L, T, R. Rows: Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Columns: North Bound, South Bound, East Bound, West Bound.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Columns: North Bound, South Bound, East Bound, West Bound.

Capacity Analysis Module: Vol/Sat, Crit Moves. Columns: North Bound, South Bound, East Bound, West Bound.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.768
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 46 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 173 | 0 | 86 | 0 | 0 | 0 | 0 | 1976 | 121 | 95 | 3130 | 11 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 173 | 0 | 86 | 0 | 0 | 0 | 0 | 1976 | 121 | 95 | 3130 | 11 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 173 | 0 | 86 | 0 | 0 | 0 | 0 | 1976 | 121 | 95 | 3130 | 11 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 173 | 0 | 86 | 0 | 0 | 0 | 0 | 1976 | 121 | 95 | 3130 | 11 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 173 | 0 | 86 | 0 | 0 | 0 | 0 | 1976 | 121 | 95 | 3130 | 11 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.99 | 0.01 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5082 | 18 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.39 | 0.07 | 0.06 | 0.62 | 0.62 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 107 | 502 | 126 | 333 | 372 | 289 | 478 | 1093 | 135 | 97 | 703 | 366 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 107 | 502 | 126 | 333 | 372 | 289 | 478 | 1093 | 135 | 97 | 703 | 366 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 107 | 502 | 126 | 333 | 372 | 289 | 478 | 1093 | 135 | 97 | 703 | 366 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 107 | 502 | 126 | 333 | 372 | 289 | 478 | 1093 | 135 | 97 | 703 | 366 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 107 | 502 | 126 | 333 | 372 | 289 | 478 | 1093 | 135 | 97 | 703 | 366 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.15 | 0.07 | 0.10 | 0.11 | 0.17 | 0.14 | 0.32 | 0.08 | 0.03 | 0.21 | 0.22 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 473 | 421 | 227 | 120 | 445 | 242 | 277 | 1293 | 539 | 204 | 1022 | 101 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 473 | 421 | 227 | 120 | 445 | 242 | 277 | 1293 | 539 | 204 | 1022 | 101 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 473 | 421 | 227 | 120 | 445 | 242 | 277 | 1293 | 0 | 204 | 1022 | 101 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 473 | 421 | 227 | 120 | 445 | 242 | 277 | 1293 | 0 | 204 | 1022 | 101 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 473 | 421 | 227 | 120 | 445 | 242 | 277 | 1293 | 0 | 204 | 1022 | 101 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.14 | 0.12 | 0.13 | 0.07 | 0.13 | 0.14 | 0.08 | 0.25 | 0.00 | 0.06 | 0.20 | 0.06 |
| Crit Moves: | **** | | | | | **** | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.528
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 362 | 26 | 85 | 25 | 71 | 109 | 24 | 972 | 304 | 36 | 470 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 362 | 26 | 85 | 25 | 71 | 109 | 24 | 972 | 304 | 36 | 470 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 362 | 26 | 85 | 25 | 71 | 109 | 24 | 972 | 304 | 36 | 470 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 362 | 26 | 85 | 25 | 71 | 109 | 24 | 972 | 304 | 36 | 470 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 362 | 26 | 85 | 25 | 71 | 109 | 24 | 972 | 304 | 36 | 470 | 4 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.23 | 0.77 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.98 | 0.02 |
| Final Sat.: | 3400 | 398 | 1302 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3371 | 29 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.11 | 0.07 | 0.07 | 0.01 | 0.04 | 0.06 | 0.01 | 0.29 | 0.18 | 0.02 | 0.14 | 0.14 |
| Crit Moves: | **** | | | | | **** | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 61 | 84 | 126 | 284 | 81 | 137 | 140 | 1820 | 59 | 162 | 2613 | 379 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 61 | 84 | 126 | 284 | 81 | 137 | 140 | 1820 | 59 | 162 | 2613 | 379 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 61 | 84 | 126 | 284 | 81 | 137 | 140 | 1820 | 59 | 162 | 2613 | 379 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 61 | 84 | 126 | 284 | 81 | 137 | 140 | 1820 | 59 | 162 | 2613 | 379 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 61 | 84 | 126 | 284 | 81 | 137 | 140 | 1820 | 59 | 162 | 2613 | 379 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.37 | 0.63 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 632 | 1068 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.05 | 0.07 | 0.08 | 0.13 | 0.13 | 0.08 | 0.36 | 0.03 | 0.10 | 0.51 | 0.22 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.327
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 18 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 59 | 474 | 171 | 3 | 358 | 14 | 10 | 12 | 38 | 96 | 14 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 59 | 474 | 171 | 3 | 358 | 14 | 10 | 12 | 38 | 96 | 14 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 59 | 474 | 171 | 3 | 358 | 14 | 10 | 12 | 38 | 96 | 14 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 59 | 474 | 171 | 3 | 358 | 14 | 10 | 12 | 38 | 96 | 14 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 59 | 474 | 171 | 3 | 358 | 14 | 10 | 12 | 38 | 96 | 14 | 2 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.47 | 0.53 | 1.00 | 1.92 | 0.08 | 1.00 | 0.24 | 0.76 | 1.00 | 0.88 | 0.12 |
| Final Sat.: | 1700 | 2499 | 901 | 1700 | 3272 | 128 | 1700 | 408 | 1292 | 1700 | 1488 | 213 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.19 | 0.19 | 0.00 | 0.11 | 0.11 | 0.01 | 0.03 | 0.03 | 0.06 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.2 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 695 | 246 | 17 | 498 | 20 | 29 | 95 | 30 | 150 | 68 | 44 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 695 | 246 | 17 | 498 | 20 | 29 | 95 | 30 | 150 | 68 | 44 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 695 | 246 | 17 | 498 | 20 | 29 | 95 | 30 | 150 | 68 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 695 | 246 | 17 | 498 | 20 | 29 | 95 | 30 | 150 | 68 | 44 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 695 | 246 | 17 | 498 | 20 | 29 | 95 | 30 | 150 | 68 | 44 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|-----|----|-----|----|----|----|----|-----|----|----|
| AutoPCE: | 0 | 695 | 246 | 17 | 498 | 20 | 29 | 95 | 30 | 150 | 68 | 44 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 695 | 246 | 17 | 498 | 20 | 29 | 95 | 30 | 150 | 68 | 44 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 141 | 218 | 665 | 724 |
| MaxVolume: | 2322 | 2267 | 841 | 809 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2322 | 2267 | 841 | 809 |
| ApproachVol: | 941 | 535 | 154 | 262 |
| ApproachV/C: | 0.41 | 0.24 | 0.18 | 0.32 |
| ApproachDel: | 2.6 | 2.1 | 5.2 | 6.6 |
| ApproachLOS: | A | A | A | A |
| Queue: | 2.0 | 0.9 | 0.7 | 1.4 |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.335
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 18 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 28 | 609 | 59 | 13 | 544 | 80 | 120 | 24 | 67 | 50 | 10 | 8 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 28 | 609 | 59 | 13 | 544 | 80 | 120 | 24 | 67 | 50 | 10 | 8 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 28 | 609 | 59 | 13 | 544 | 80 | 120 | 24 | 67 | 50 | 10 | 8 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 28 | 609 | 59 | 13 | 544 | 80 | 120 | 24 | 67 | 50 | 10 | 8 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 28 | 609 | 59 | 13 | 544 | 80 | 120 | 24 | 67 | 50 | 10 | 8 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.82 | 0.18 | 1.00 | 1.74 | 0.26 | 1.00 | 0.26 | 0.74 | 1.00 | 0.56 | 0.44 |
| Final Sat.: | 1700 | 3100 | 300 | 1700 | 2964 | 436 | 1700 | 448 | 1252 | 1700 | 944 | 756 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.20 | 0.20 | 0.01 | 0.18 | 0.18 | 0.07 | 0.05 | 0.05 | 0.03 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 156 | 38 | 3 | 93 | 2 | 5 | 432 | 3 | 40 | 299 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 156 | 38 | 3 | 93 | 2 | 5 | 432 | 3 | 40 | 299 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 156 | 38 | 3 | 93 | 2 | 5 | 432 | 3 | 40 | 299 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 156 | 38 | 3 | 93 | 2 | 5 | 432 | 3 | 40 | 299 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 156 | 38 | 3 | 93 | 2 | 5 | 432 | 3 | 40 | 299 | 5 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|----|---|----|---|---|-----|---|----|-----|---|
| AutoPCE: | 1 | 156 | 38 | 3 | 93 | 2 | 5 | 432 | 3 | 40 | 299 | 5 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 156 | 38 | 3 | 93 | 2 | 5 | 432 | 3 | 40 | 299 | 5 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 440 | 340 | 136 | 162 |
| MaxVolume: | 962 | 1016 | 1127 | 1113 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 962 | 1016 | 1127 | 1113 |
| ApproachVol: | 195 | 98 | 440 | 344 |
| ApproachV/C: | 0.20 | 0.10 | 0.39 | 0.31 |
| ApproachDel: | 4.7 | 3.9 | 5.2 | 4.7 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.8 | 0.3 | 1.9 | 1.3 |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.635 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 31 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 84 | 0 | 88 | 0 | 0 | 0 | 0 | 1870 | 55 | 85 | 2729 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 84 | 0 | 88 | 0 | 0 | 0 | 0 | 1870 | 55 | 85 | 2729 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 84 | 0 | 88 | 0 | 0 | 0 | 0 | 1870 | 55 | 85 | 2729 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 84 | 0 | 88 | 0 | 0 | 0 | 0 | 1870 | 55 | 85 | 2729 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 84 | 0 | 88 | 0 | 0 | 0 | 0 | 1870 | 55 | 85 | 2729 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.03 | 0.05 | 0.54 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[9.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for gap components (Critical Gap, FollowUpTim) and 4 columns for North, South, East, West bounds.

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for North, South, East, West bounds.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.4 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 22 | 0 | 44 | 9 | 427 | 0 | 0 | 282 | 36 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 22 | 0 | 44 | 9 | 427 | 0 | 0 | 282 | 36 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 22 | 0 | 44 | 9 | 427 | 0 | 0 | 282 | 36 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 22 | 0 | 44 | 9 | 427 | 0 | 0 | 282 | 36 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 22 | 0 | 44 | 9 | 427 | 0 | 0 | 282 | 36 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|----|---|----|---|-----|---|---|-----|----|
| AutoPCE: | 0 | 0 | 0 | 22 | 0 | 44 | 9 | 427 | 0 | 0 | 282 | 36 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 22 | 0 | 44 | 9 | 427 | 0 | 0 | 282 | 36 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 458 | 282 | 22 | 9 |
| MaxVolume: | xxxxxx | 1048 | 1188 | 1195 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1048 | 1188 | 1195 |
| ApproachVol: | xxxxxx | 66 | 436 | 318 |
| ApproachV/C: | 1.00 | 0.06 | 0.37 | 0.27 |
| ApproachDel: | xxxxxx | 3.7 | 4.8 | 4.1 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.2 | 1.7 | 1.1 |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[13.2]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns for each (L, T, R). Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows including Critical Gp and FollowUpTim.

Capacity Module table with 12 columns and 4 rows including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 8 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 59 | 16 | 43 | 61 | 19 | 81 | 90 | 2082 | 58 | 95 | 3092 | 98 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 59 | 16 | 43 | 61 | 19 | 81 | 90 | 2082 | 58 | 95 | 3092 | 98 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 59 | 16 | 43 | 61 | 19 | 81 | 90 | 2082 | 58 | 95 | 3092 | 98 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 59 | 16 | 43 | 61 | 19 | 81 | 90 | 2082 | 58 | 95 | 3092 | 98 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 59 | 16 | 43 | 61 | 19 | 81 | 90 | 2082 | 58 | 95 | 3092 | 98 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.01 | 0.03 | 0.04 | 0.01 | 0.05 | 0.05 | 0.41 | 0.03 | 0.06 | 0.61 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.411
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes for "B" St and "LQ" St.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table showing Vol/Sat and Crit Moves.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.827
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 58 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 60 | 57 | 13 | 61 | 53 | 279 | 468 | 971 | 89 | 19 | 1029 | 111 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 60 | 57 | 13 | 61 | 53 | 279 | 468 | 971 | 89 | 19 | 1029 | 111 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 60 | 57 | 13 | 61 | 53 | 279 | 468 | 971 | 89 | 19 | 1029 | 111 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 60 | 57 | 13 | 61 | 53 | 279 | 468 | 971 | 89 | 19 | 1029 | 111 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 60 | 57 | 13 | 61 | 53 | 279 | 468 | 971 | 89 | 19 | 1029 | 111 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.81 | 0.19 | 1.00 | 1.00 | 1.00 | 1.00 | 1.83 | 0.17 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 1384 | 316 | 1700 | 1700 | 1700 | 1700 | 3115 | 285 | 1700 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.04 | 0.04 | 0.04 | 0.03 | 0.16 | 0.28 | 0.31 | 0.31 | 0.01 | 0.30 | 0.07 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 54 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 89 | 46 | 159 | 70 | 22 | 40 | 66 | 2011 | 73 | 189 | 2996 | 178 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 89 | 46 | 159 | 70 | 22 | 40 | 66 | 2011 | 73 | 189 | 2996 | 178 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 89 | 46 | 159 | 70 | 22 | 40 | 66 | 2011 | 73 | 189 | 2996 | 178 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 89 | 46 | 159 | 70 | 22 | 40 | 66 | 2011 | 73 | 189 | 2996 | 178 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 89 | 46 | 159 | 70 | 22 | 40 | 66 | 2011 | 73 | 189 | 2996 | 178 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.35 | 0.65 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 603 | 1097 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.03 | 0.09 | 0.04 | 0.04 | 0.04 | 0.04 | 0.39 | 0.04 | 0.06 | 0.59 | 0.10 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1687 | 13 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 260 | 2 | 0 | 215 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | Volume |
| 0.00 | 0.15 | 0.15 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.15 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.154 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.15 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.03 | RTOR | | 0.00 | |
| RTC | | 0.15 | RTC | | 0.15 | RTC | | 0.02 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.15 | Addl ICU | | -0.02 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.21 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1637 | 63 | 1700 | 1700 | 0 | 0 | 0 | 0 | 850 | 0 | 850 | Total Saturation |
| 0 | 157 | 6 | 24 | 215 | 0 | 0 | 0 | 0 | 11 | 0 | 21 | Volume |
| 0.00 | 0.10 | 0.10 | 0.01 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.01 | 0.139 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.13 | RTOG | | -0.01 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.03 | |
| RTC | | 0.12 | RTC | | 0.14 | RTC | | -0.01 | RTC | | 0.04 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.14 | Addl ICU | | 0.01 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.19 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1683 | 17 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 21 | 10 | 368 | 0 | 0 | 291 | 3 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.22 | 0.00 | 0.00 | 0.17 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.22 | V/C | | 0.00 | 0.216 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.22 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.03 | RTC | | 0.22 | RTC | | 0.21 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.02 | Addl ICU | | -0.22 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1682 | 18 | 28 | 1617 | 56 | Total Saturation |
| 2 | 3 | 3 | 7 | 5 | 7 | 10 | 368 | 4 | 5 | 291 | 10 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.22 | 0.22 | 0.18 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.00 | | V/C | 0.01 | | V/C | 0.22 | | V/C | 0.18 | | 0.407 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.01 | | RTOG | 0.01 | | RTOG | 0.22 | | RTOG | 0.39 | | Right Turn Adjustment |
| RTOR | 0.18 | | RTOR | 0.22 | | RTOR | 0.01 | | RTOR | 0.01 | | |
| RTC | 0.13 | | RTC | 0.17 | | RTC | 0.23 | | RTC | 0.40 | | |
| Addl ICU | -0.13 | | Addl ICU | -0.16 | | Addl ICU | -0.01 | | Addl ICU | -0.22 | | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.46 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 368 | 0 | 0 | 287 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | Volume |
| 0.00 | 0.22 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.22 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.216 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.22 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.00 | |
| RTC | | 0.22 | RTC | | 0.22 | RTC | | 0.04 | RTC | | 0.00 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.22 | Addl ICU | | -0.02 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1677 | 23 | 0 | 1569 | 131 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 14 | 295 | 4 | 0 | 287 | 24 | 55 | 9 | 9 | 2 | 6 | 0 | Volume |
| 0.01 | 0.18 | 0.18 | 0.00 | 0.18 | 0.18 | 0.03 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.01 | V/C | | 0.18 | V/C | | 0.03 | V/C | | 0.00 | 0.224 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.18 | RTOG | | 0.03 | RTOG | | -0.03 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.01 | RTOR | | 0.02 | |
| RTC | | 0.22 | RTC | | 0.21 | RTC | | 0.04 | RTC | | -0.02 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.02 | Addl ICU | | -0.03 | Addl ICU | | 0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 295 | 0 | 0 | 283 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.17 | 0.00 | 0.00 | 0.17 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.17 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.174 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.17 | RTOG | | 0.17 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.17 | RTC | | 0.17 | RTC | | 0.01 | RTC | | 0.00 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.15 | Addl ICU | | -0.01 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.22 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 4931 | 169 | Total Saturation |
| 743 | 30 | 72 | 127 | 67 | 42 | 134 | 1223 | 443 | 309 | 874 | 30 | Volume |
| 0.22 | 0.02 | 0.04 | 0.07 | 0.04 | 0.02 | 0.08 | 0.36 | 0.26 | 0.09 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.22 | | V/C | 0.04 | | V/C | 0.36 | | V/C | 0.09 | | 0.709 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.18 | | RTOG | 0.04 | | RTOG | 0.36 | | RTOG | 0.37 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.27 | | RTOR | 0.22 | | RTOR | 0.24 | | |
| RTC | 0.25 | | RTC | 0.24 | | RTC | 0.52 | | RTC | 0.55 | | |
| Addl ICU | -0.21 | | Addl ICU | -0.22 | | Addl ICU | -0.26 | | Addl ICU | -0.37 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 432 | 804 | 434 | 240 | 432 | 158 | 100 | 1557 | 276 | 304 | 2081 | 378 | Volume |
| 0.13 | 0.16 | 0.00 | 0.07 | 0.08 | 0.09 | 0.03 | 0.31 | 0.16 | 0.09 | 0.41 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.07 | V/C | | 0.03 | V/C | | 0.41 | 0.666 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.10 | RTOG | | 0.35 | RTOG | | 0.41 | Right Turn Adjustment |
| RTOR | | 0.13 | RTOR | | 0.03 | RTOR | | 0.14 | RTOR | | 0.07 | |
| RTC | | 0.26 | RTC | | 0.12 | RTC | | 0.46 | RTC | | 0.46 | |
| Addl ICU | | -0.26 | Addl ICU | | -0.03 | Addl ICU | | -0.29 | Addl ICU | | -0.24 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.72 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 1.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3826 | 1274 | 3400 | 5100 | 1700 | 1700 | 2550 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 389 | 1282 | 427 | 72 | 697 | 254 | 257 | 266 | 254 | 223 | 240 | 98 | Volume |
| 0.11 | 0.34 | 0.34 | 0.02 | 0.14 | 0.15 | 0.15 | 0.10 | 0.10 | 0.07 | 0.14 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.34 | | V/C | 0.02 | | V/C | 0.15 | | V/C | 0.14 | | 0.649 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.34 | | RTOG | 0.24 | | RTOG | 0.23 | | RTOG | 0.14 | | |
| RTOR | 0.19 | | RTOR | 0.15 | | RTOR | 0.22 | | RTOR | 0.02 | | |
| RTC | 0.48 | | RTC | 0.36 | | RTC | 0.39 | | RTC | 0.16 | | |
| Addl ICU | -0.14 | | Addl ICU | -0.21 | | Addl ICU | -0.29 | | Addl ICU | -0.10 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 241 | 1938 | 510 | 100 | 946 | 153 | 390 | 717 | 166 | 257 | 695 | 273 | Volume |
| 0.07 | 0.38 | 0.30 | 0.03 | 0.14 | 0.09 | 0.11 | 0.21 | 0.10 | 0.08 | 0.20 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.38 | | V/C | 0.03 | | V/C | 0.11 | | V/C | 0.20 | | 0.729 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.38 | | RTOG | 0.34 | | RTOG | 0.24 | | RTOG | 0.20 | | Right Turn Adjustment |
| RTOR | 0.11 | | RTOR | 0.11 | | RTOR | 0.27 | | RTOR | 0.03 | | |
| RTC | 0.46 | | RTC | 0.42 | | RTC | 0.45 | | RTC | 0.23 | | |
| Addl ICU | -0.16 | | Addl ICU | -0.33 | | Addl ICU | -0.35 | | Addl ICU | -0.07 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 804 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 281 | 247 | 726 | 0 | Volume |
| 0.24 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.07 | 0.21 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.24 | | V/C | 0.00 | | V/C | 0.24 | | V/C | 0.07 | | 0.548 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.24 | | RTOG | -0.24 | | RTOG | 0.24 | | RTOG | 0.31 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.10 | | RTOR | 0.24 | | RTOR | 0.24 | | |
| RTC | 0.29 | | RTC | -0.16 | | RTC | 0.42 | | RTC | 0.49 | | |
| Addl ICU | -0.19 | | Addl ICU | 0.16 | | Addl ICU | -0.42 | | Addl ICU | -0.49 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.60 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 529 | 864 | 525 | 112 | 484 | 201 | 196 | 1302 | 191 | 478 | 1984 | 513 | Volume |
| 0.16 | 0.17 | 0.15 | 0.03 | 0.14 | 0.12 | 0.06 | 0.19 | 0.11 | 0.14 | 0.39 | 0.30 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.16 | | V/C | 0.14 | | V/C | 0.06 | | V/C | 0.39 | | 0.745 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.27 | | RTOG | 0.14 | | RTOG | 0.31 | | RTOG | 0.39 | | Right Turn Adjustment |
| RTOR | 0.26 | | RTOR | 0.06 | | RTOR | 0.16 | | RTOR | 0.13 | | |
| RTC | 0.46 | | RTC | 0.19 | | RTC | 0.42 | | RTC | 0.49 | | |
| Addl ICU | -0.30 | | Addl ICU | -0.07 | | Addl ICU | -0.31 | | Addl ICU | -0.18 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.79 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 714 | 2113 | 474 | 389 | 761 | 167 | 213 | 635 | 252 | 420 | 519 | 452 | Volume |
| 0.21 | 0.41 | 0.00 | 0.11 | 0.15 | 0.10 | 0.06 | 0.12 | 0.00 | 0.12 | 0.10 | 0.27 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.11 | V/C | | 0.12 | V/C | | 0.12 | 0.777 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.32 | RTOG | | 0.12 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.15 | RTOR | | 0.38 | RTOR | | 0.11 | |
| RTC | | 0.51 | RTC | | 0.43 | RTC | | 0.41 | RTC | | 0.27 | |
| Addl ICU | | -0.51 | Addl ICU | | -0.33 | Addl ICU | | -0.41 | Addl ICU | | -0.01 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 0.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 2354 | 1046 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 692 | 2827 | 1158 | 256 | 1406 | 245 | 358 | 159 | 236 | 635 | 661 | 449 | Volume |
| 0.20 | 0.42 | 0.68 | 0.08 | 0.21 | 0.14 | 0.15 | 0.15 | 0.07 | 0.19 | 0.26 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.42 | | V/C | 0.08 | | V/C | 0.15 | | V/C | 0.26 | | 0.902 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.42 | | RTOG | 0.29 | | RTOG | 0.22 | | RTOG | 0.26 | | Right Turn Adjustment |
| RTOR | 0.26 | | RTOR | 0.15 | | RTOR | 0.28 | | RTOR | 0.08 | | |
| RTC | 0.61 | | RTC | 0.40 | | RTC | 0.44 | | RTC | 0.32 | | |
| Addl ICU | 0.07 | | Addl ICU | -0.26 | | Addl ICU | -0.37 | | Addl ICU | -0.14 | | |
| | 0.07 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 1.02 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 3916 | 257 | 518 | 1739 | 0 | 652 | 0 | 340 | 0 | 0 | 0 | Volume |
| 0.00 | 0.58 | 0.15 | 0.15 | 0.26 | 0.00 | 0.15 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.58 | V/C | | 0.15 | V/C | | 0.15 | V/C | | 0.00 | 0.882 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.58 | RTOG | | 0.73 | RTOG | | 0.15 | RTOG | | -0.15 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.15 | RTOR | | 0.47 | RTOR | | 0.15 | |
| RTC | | 0.69 | RTC | | 0.84 | RTC | | 0.51 | RTC | | -0.04 | |
| Addl ICU | | -0.54 | Addl ICU | | -0.84 | Addl ICU | | -0.37 | Addl ICU | | 0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.93 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4965 | 135 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 10 | 3580 | 97 | 115 | 1864 | 11 | 46 | 3 | 26 | 53 | 1 | 108 | Volume |
| 0.01 | 0.72 | 0.72 | 0.07 | 0.37 | 0.01 | 0.03 | 0.00 | 0.02 | 0.03 | 0.00 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.72 | V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.03 | 0.822 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.72 | RTOG | | 0.78 | RTOG | | 0.00 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.42 | RTOR | | 0.07 | |
| RTC | | 0.74 | RTC | | 0.81 | RTC | | 0.32 | RTC | | 0.06 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.80 | Addl ICU | | -0.30 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.88 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 220 | 1702 | 143 | 635 | 1107 | 214 | 349 | 279 | 94 | 201 | 94 | 1597 | Volume |
| 0.13 | 0.33 | 0.08 | 0.19 | 0.22 | 0.13 | 0.10 | 0.16 | 0.06 | 0.06 | 0.06 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.33 | V/C | | 0.19 | V/C | | 0.16 | V/C | | 0.06 | 0.744 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.33 | RTOG | | 0.39 | RTOG | | 0.16 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.17 | RTOR | | 0.30 | RTOR | | 0.19 | |
| RTC | | 0.38 | RTC | | 0.52 | RTC | | 0.39 | RTC | | 0.26 | |
| Addl ICU | | -0.29 | Addl ICU | | -0.39 | Addl ICU | | -0.34 | Addl ICU | | -0.26 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.79 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 108 | 0 | 247 | 0 | 1831 | 127 | 164 | 2705 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.07 | 0.00 | 0.27 | 0.07 | 0.10 | 0.53 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.53 | 0.594 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.06 | RTOG | | 0.06 | RTOG | | 0.43 | RTOG | | 0.53 | Right Turn Adjustment |
| RTOR | | 0.26 | RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.06 | |
| RTC | | 0.13 | RTC | | 0.06 | RTC | | 0.48 | RTC | | 0.58 | |
| Addl ICU | | -0.13 | Addl ICU | | 0.01 | Addl ICU | | -0.41 | Addl ICU | | -0.58 | |
| | | 0.00 | | | 0.01 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.65 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4626 | 474 | Total Saturation |
| 184 | 0 | 345 | 0 | 0 | 0 | 0 | 1885 | 215 | 0 | 2735 | 280 | Volume |
| 0.11 | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.55 | 0.00 | 0.00 | 0.59 | 0.59 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.11 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.59 | | 0.699 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.11 | | RTOG | -0.11 | | RTOG | 0.59 | | RTOG | 0.59 | | Right Turn Adjustment |
| RTOR | 0.04 | | RTOR | 0.00 | | RTOR | 0.11 | | RTOR | 0.11 | | |
| RTC | 0.14 | | RTC | -0.11 | | RTC | 0.67 | | RTC | 0.67 | | |
| Addl ICU | 0.07 | | Addl ICU | 0.11 | | Addl ICU | -0.67 | | Addl ICU | -0.08 | | |
| | 0.07 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.82 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 701 | 1347 | 206 | 294 | 711 | 1002 | 856 | 1148 | 324 | 150 | 1906 | 415 | Volume |
| 0.21 | 0.26 | 0.00 | 0.09 | 0.14 | 0.00 | 0.17 | 0.23 | 0.19 | 0.04 | 0.37 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.26 | V/C | | 0.09 | V/C | | 0.17 | V/C | | 0.37 | 0.892 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.26 | RTOG | | 0.14 | RTOG | | 0.50 | RTOG | | 0.37 | Right Turn Adjustment |
| RTOR | | 0.32 | RTOR | | 0.17 | RTOR | | 0.21 | RTOR | | 0.09 | |
| RTC | | 0.50 | RTC | | 0.27 | RTC | | 0.66 | RTC | | 0.44 | |
| Addl ICU | | -0.50 | Addl ICU | | -0.27 | Addl ICU | | -0.47 | Addl ICU | | -0.19 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.94 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 4873 | 227 | 1700 | 527 | 1173 | 1700 | 1700 | 1700 | Total Saturation |
| 106 | 2106 | 345 | 53 | 1029 | 48 | 33 | 66 | 147 | 138 | 72 | 123 | Volume |
| 0.06 | 0.41 | 0.00 | 0.03 | 0.21 | 0.21 | 0.02 | 0.13 | 0.13 | 0.08 | 0.04 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.03 | V/C | | 0.13 | V/C | | 0.08 | 0.651 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.38 | RTOG | | 0.13 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.16 | RTOR | | 0.23 | RTOR | | 0.03 | |
| RTC | | 0.47 | RTC | | 0.50 | RTC | | 0.30 | RTC | | 0.21 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.29 | Addl ICU | | -0.17 | Addl ICU | | -0.14 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5075 | 25 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 20 | 2095 | 374 | 76 | 1603 | 8 | 43 | 24 | 138 | 327 | 14 | 134 | Volume |
| 0.01 | 0.41 | 0.00 | 0.02 | 0.32 | 0.32 | 0.03 | 0.01 | 0.00 | 0.10 | 0.01 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.10 | 0.543 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.42 | RTOG | | 0.01 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.10 | RTOR | | 0.12 | RTOR | | 0.02 | |
| RTC | | 0.48 | RTC | | 0.50 | RTC | | 0.10 | RTC | | 0.10 | |
| Addl ICU | | -0.48 | Addl ICU | | -0.18 | Addl ICU | | -0.10 | Addl ICU | | -0.02 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.59 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2490 | 910 | Total Saturation |
| 24 | 1213 | 417 | 137 | 1112 | 699 | 1103 | 524 | 6 | 163 | 353 | 129 | Volume |
| 0.01 | 0.24 | 0.00 | 0.04 | 0.22 | 0.00 | 0.32 | 0.15 | 0.00 | 0.05 | 0.14 | 0.14 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.24 | V/C | | 0.04 | V/C | | 0.32 | V/C | | 0.14 | 0.744 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.26 | RTOG | | 0.42 | RTOG | | 0.14 | Right Turn Adjustment |
| RTOR | | 0.31 | RTOR | | 0.32 | RTOR | | 0.06 | RTOR | | 0.04 | |
| RTC | | 0.47 | RTC | | 0.51 | RTC | | 0.46 | RTC | | 0.17 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.51 | Addl ICU | | -0.46 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.79 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3496 | 1077 | 0 | 1999 | 0 | 0 | 0 | 0 | 144 | 0 | 479 | Volume |
| 0.00 | 0.51 | 0.00 | 0.00 | 0.39 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.51 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.08 | 0.599 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.51 | RTOG | | 0.51 | RTOG | | -0.08 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.08 | RTOR | | 0.12 | RTOR | | 0.00 | |
| RTC | | 0.58 | RTC | | 0.58 | RTC | | 0.01 | RTC | | 0.08 | |
| Addl ICU | | -0.58 | Addl ICU | | -0.58 | Addl ICU | | -0.01 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.66 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 2334 | 0 | 0 | 1363 | 891 | 2374 | 0 | 254 | 0 | 0 | 0 | Volume |
| 0.00 | 0.46 | 0.00 | 0.00 | 0.27 | 0.00 | 0.47 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.46 | V/C | | 0.00 | V/C | | 0.47 | V/C | | 0.00 | 0.923 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.46 | RTOG | | 0.46 | RTOG | | 0.47 | RTOG | | -0.47 | Right Turn Adjustment |
| RTOR | | 0.47 | RTOR | | 0.47 | RTOR | | 0.19 | RTOR | | 0.00 | |
| RTC | | 0.81 | RTC | | 0.81 | RTC | | 0.61 | RTC | | -0.47 | |
| Addl ICU | | -0.81 | Addl ICU | | -0.81 | Addl ICU | | -0.46 | Addl ICU | | 0.47 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.97 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 189 | 0 | 221 | 0 | 1201 | 370 | 352 | 1341 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.07 | 0.00 | 0.35 | 0.22 | 0.10 | 0.39 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.11 | V/C | | 0.35 | V/C | | 0.10 | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.11 | RTOG | | 0.11 | RTOG | | 0.35 | RTOG | | 0.46 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.06 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | -0.03 | RTC | | 0.16 | RTC | | 0.44 | RTC | | 0.54 | |
| Addl ICU | | 0.03 | Addl ICU | | -0.09 | Addl ICU | | -0.22 | Addl ICU | | -0.54 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.62 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 443 | 0 | 571 | 0 | 0 | 0 | 0 | 1174 | 218 | 299 | 1249 | 0 | Volume |
| 0.13 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.18 | 0.37 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.35 | V/C | | 0.18 | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | -0.13 | RTOG | | 0.35 | RTOG | | 0.52 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.15 | RTOR | | 0.13 | RTOR | | 0.13 | |
| RTC | | 0.26 | RTC | | -0.01 | RTC | | 0.44 | RTC | | 0.62 | |
| Addl ICU | | -0.09 | Addl ICU | | 0.01 | Addl ICU | | -0.44 | Addl ICU | | -0.62 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|------|-----------------------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 177 | 102 | 289 | 26 | 64 | 18 | 9 | 1053 | 187 | 94 | 635 | 83 | Volume |
| 0.10 | 0.06 | 0.17 | 0.02 | 0.02 | 0.01 | 0.01 | 0.31 | 0.11 | 0.06 | 0.19 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.10 | | V/C | 0.02 | | V/C | 0.31 | | V/C | 0.06 | | 0.488 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.11 | | RTOG | 0.02 | | RTOG | 0.31 | | RTOG | 0.36 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.18 | | RTOR | 0.10 | | RTOR | 0.06 | | |
| RTC | 0.15 | | RTC | 0.15 | | RTC | 0.39 | | RTC | 0.41 | | |
| Addl ICU | 0.02 | | Addl ICU | -0.14 | | Addl ICU | -0.28 | | Addl ICU | -0.36 | | |
| | 0.02 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | | 0.56 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 334 | 1366 | 850 | 394 | 1306 | Total Saturation |
| 53 | 387 | 1 | 59 | 239 | 78 | 114 | 31 | 127 | 2 | 22 | 73 | Volume |
| 0.06 | 0.23 | 0.00 | 0.07 | 0.14 | 0.09 | 0.13 | 0.09 | 0.09 | 0.00 | 0.06 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.23 | V/C | | 0.07 | V/C | | 0.13 | V/C | | 0.06 | 0.487 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.23 | RTOG | | 0.19 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.13 | RTOR | | 0.16 | RTOR | | 0.07 | |
| RTC | | 0.30 | RTC | | 0.34 | RTC | | 0.31 | RTC | | 0.11 | |
| Addl ICU | | -0.30 | Addl ICU | | -0.24 | Addl ICU | | -0.21 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.54 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 239 | 254 | 110 | 131 | 121 | 297 | 419 | 1675 | 177 | 111 | 2427 | 275 | Volume |
| 0.07 | 0.07 | 0.06 | 0.08 | 0.04 | 0.00 | 0.12 | 0.33 | 0.10 | 0.03 | 0.48 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.08 | V/C | | 0.12 | V/C | | 0.48 | 0.751 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.08 | RTOG | | 0.57 | RTOG | | 0.48 | Right Turn Adjustment |
| RTOR | | 0.27 | RTOR | | 0.12 | RTOR | | 0.12 | RTOR | | 0.08 | |
| RTC | | 0.28 | RTC | | 0.17 | RTC | | 0.65 | RTC | | 0.53 | |
| Addl ICU | | -0.21 | Addl ICU | | -0.17 | Addl ICU | | -0.55 | Addl ICU | | -0.37 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3171 | 229 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3064 | 336 | Total Saturation |
| 435 | 429 | 31 | 46 | 305 | 643 | 822 | 536 | 391 | 26 | 484 | 53 | Volume |
| 0.13 | 0.14 | 0.14 | 0.03 | 0.09 | 0.38 | 0.24 | 0.16 | 0.23 | 0.02 | 0.16 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.13 | V/C | | 0.09 | V/C | | 0.24 | V/C | | 0.16 | 0.617 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.09 | RTOG | | 0.38 | RTOG | | 0.16 | Right Turn Adjustment |
| RTOR | | 0.24 | RTOR | | 0.24 | RTOR | | 0.13 | RTOR | | 0.08 | |
| RTC | | 0.37 | RTC | | 0.27 | RTC | | 0.48 | RTC | | 0.22 | |
| Addl ICU | | -0.24 | Addl ICU | | 0.11 | Addl ICU | | -0.25 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.11 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 409 | 0 | 294 | 308 | 1034 | 0 | 0 | 1053 | 435 | Volume |
| 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.17 | 0.18 | 0.30 | 0.00 | 0.00 | 0.31 | 0.26 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.18 | V/C | | 0.31 | 0.611 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.12 | RTOG | | 0.12 | RTOG | | 0.49 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.18 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | 0.02 | RTC | | 0.26 | RTC | | 0.58 | RTC | | 0.40 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.08 | Addl ICU | | -0.58 | Addl ICU | | -0.14 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5082 | 18 | Total Saturation |
| 173 | 0 | 86 | 0 | 0 | 0 | 0 | 1976 | 121 | 95 | 3130 | 11 | Volume |
| 0.10 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.39 | 0.07 | 0.06 | 0.62 | 0.62 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.10 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.62 | 0.718 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | -0.10 | RTOG | | 0.56 | RTOG | | 0.62 | Right Turn Adjustment |
| RTOR | | 0.23 | RTOR | | 0.00 | RTOR | | 0.10 | RTOR | | 0.10 | |
| RTC | | 0.27 | RTC | | -0.10 | RTC | | 0.64 | RTC | | 0.69 | |
| Addl ICU | | -0.22 | Addl ICU | | 0.10 | Addl ICU | | -0.57 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 107 | 502 | 126 | 333 | 372 | 289 | 478 | 1093 | 135 | 97 | 703 | 366 | Volume |
| 0.06 | 0.15 | 0.07 | 0.10 | 0.11 | 0.17 | 0.14 | 0.32 | 0.08 | 0.03 | 0.21 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.15 | V/C | | 0.10 | V/C | | 0.32 | V/C | | 0.03 | 0.596 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.18 | RTOG | | 0.32 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.14 | RTOR | | 0.14 | RTOR | | 0.10 | |
| RTC | | 0.17 | RTC | | 0.29 | RTC | | 0.42 | RTC | | 0.28 | |
| Addl ICU | | -0.09 | Addl ICU | | -0.12 | Addl ICU | | -0.34 | Addl ICU | | -0.07 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.65 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 473 | 421 | 227 | 120 | 445 | 242 | 277 | 1293 | 539 | 204 | 1022 | 101 | Volume |
| 0.14 | 0.12 | 0.13 | 0.07 | 0.13 | 0.14 | 0.08 | 0.25 | 0.00 | 0.06 | 0.20 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.14 | | V/C | 0.13 | | V/C | 0.25 | | V/C | 0.06 | | 0.584 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.20 | | RTOG | 0.13 | | RTOG | 0.25 | | RTOG | 0.23 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.11 | | RTOR | 0.14 | | RTOR | 0.15 | | |
| RTC | 0.24 | | RTC | 0.22 | | RTC | 0.36 | | RTC | 0.34 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.07 | | Addl ICU | -0.36 | | Addl ICU | -0.28 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 0 | 0 | 7652 | 848 | 3400 | 1700 | 3400 | 3400 | 2073 | 1327 | Total Saturation |
| 543 | 3027 | 0 | 0 | 2941 | 326 | 533 | 43 | 784 | 24 | 25 | 16 | Volume |
| 0.16 | 0.45 | 0.00 | 0.00 | 0.38 | 0.38 | 0.16 | 0.03 | 0.23 | 0.01 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.38 | V/C | | 0.16 | V/C | | 0.01 | 0.713 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.54 | RTOG | | 0.38 | RTOG | | 0.16 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.16 | RTOR | | 0.16 | RTOR | | 0.10 | |
| RTC | | 0.65 | RTC | | 0.50 | RTC | | 0.28 | RTC | | 0.09 | |
| Addl ICU | | -0.65 | Addl ICU | | -0.12 | Addl ICU | | -0.05 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 398 | 1302 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 362 | 26 | 85 | 25 | 71 | 109 | 24 | 972 | 304 | 36 | 470 | 4 | Volume |
| 0.11 | 0.07 | 0.07 | 0.01 | 0.04 | 0.06 | 0.01 | 0.29 | 0.18 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.11 | | V/C | 0.04 | | V/C | 0.29 | | V/C | 0.02 | | 0.455 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.13 | | RTOG | 0.04 | | RTOG | 0.29 | | RTOG | 0.29 | | Right Turn Adjustment |
| RTOR | 0.02 | | RTOR | 0.17 | | RTOR | 0.11 | | RTOR | 0.08 | | |
| RTC | 0.15 | | RTC | 0.17 | | RTC | 0.37 | | RTC | 0.36 | | |
| Addl ICU | -0.08 | | Addl ICU | -0.10 | | Addl ICU | -0.19 | | Addl ICU | -0.35 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.51 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 61 | 84 | 126 | 284 | 81 | 137 | 140 | 1820 | 59 | 162 | 2613 | 379 | Volume |
| 0.04 | 0.05 | 0.07 | 0.08 | 0.05 | 0.08 | 0.08 | 0.36 | 0.03 | 0.10 | 0.51 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.08 | V/C | | 0.08 | V/C | | 0.51 | 0.728 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.10 | RTOG | | 0.50 | RTOG | | 0.51 | Right Turn Adjustment |
| RTOR | | 0.24 | RTOR | | 0.08 | RTOR | | 0.09 | RTOR | | 0.08 | |
| RTC | | 0.23 | RTC | | 0.16 | RTC | | 0.56 | RTC | | 0.58 | |
| Addl ICU | | -0.15 | Addl ICU | | -0.08 | Addl ICU | | -0.53 | Addl ICU | | -0.35 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.78 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2499 | 901 | 1700 | 3272 | 128 | 1700 | 408 | 1292 | 1700 | 1488 | 213 | Total Saturation |
| 59 | 474 | 171 | 3 | 358 | 14 | 10 | 12 | 38 | 96 | 14 | 2 | Volume |
| 0.03 | 0.19 | 0.19 | 0.00 | 0.11 | 0.11 | 0.01 | 0.03 | 0.03 | 0.06 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.19 | V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.06 | 0.277 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.16 | RTOG | | 0.03 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.08 | RTOR | | 0.08 | RTOR | | 0.00 | |
| RTC | | 0.23 | RTC | | 0.21 | RTC | | 0.09 | RTC | | 0.08 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.10 | Addl ICU | | -0.06 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.33 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | Total Saturation |
| 0 | 695 | 246 | 17 | 498 | 20 | 29 | 95 | 30 | 150 | 68 | 44 | Volume |
| 0.00 | 0.41 | 0.29 | 0.02 | 0.29 | 0.02 | 0.03 | 0.06 | 0.04 | 0.18 | 0.04 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.02 | V/C | | 0.06 | V/C | | 0.18 | 0.661 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.43 | RTOG | | 0.06 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.19 | RTOR | | 0.14 | RTOR | | 0.02 | |
| RTC | | 0.54 | RTC | | 0.57 | RTC | | 0.16 | RTC | | 0.21 | |
| Addl ICU | | -0.25 | Addl ICU | | -0.55 | Addl ICU | | -0.12 | Addl ICU | | -0.16 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.71 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3100 | 300 | 1700 | 2964 | 436 | 1700 | 448 | 1252 | 1700 | 944 | 756 | Total Saturation |
| 28 | 609 | 59 | 13 | 544 | 80 | 120 | 24 | 67 | 50 | 10 | 8 | Volume |
| 0.02 | 0.20 | 0.20 | 0.01 | 0.18 | 0.18 | 0.07 | 0.05 | 0.05 | 0.03 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.20 | V/C | | 0.01 | V/C | | 0.05 | V/C | | 0.03 | 0.287 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.19 | RTOG | | 0.05 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.07 | RTOR | | 0.02 | RTOR | | 0.01 | |
| RTC | | 0.22 | RTC | | 0.24 | RTC | | 0.07 | RTC | | 0.02 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.06 | Addl ICU | | -0.02 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.34 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1367 | 333 | 850 | 1664 | 36 | 850 | 1688 | 12 | 850 | 1672 | 28 | Total Saturation |
| 1 | 156 | 38 | 3 | 93 | 2 | 5 | 432 | 3 | 40 | 299 | 5 | Volume |
| 0.00 | 0.11 | 0.11 | 0.00 | 0.06 | 0.06 | 0.01 | 0.26 | 0.26 | 0.05 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.11 | V/C | | 0.00 | V/C | | 0.26 | V/C | | 0.05 | 0.421 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.12 | RTOG | | 0.26 | RTOG | | 0.30 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.12 | RTOR | | 0.06 | RTOR | | 0.00 | |
| RTC | | 0.15 | RTC | | 0.21 | RTC | | 0.30 | RTC | | 0.30 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.15 | Addl ICU | | -0.05 | Addl ICU | | -0.12 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.47 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 84 | 0 | 88 | 0 | 0 | 0 | 0 | 1870 | 55 | 85 | 2729 | 0 | Volume |
| 0.05 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.03 | 0.05 | 0.54 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.54 | 0.585 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | -0.05 | RTOG | | 0.49 | RTOG | | 0.54 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.05 | |
| RTC | | 0.18 | RTC | | -0.05 | RTC | | 0.52 | RTC | | 0.57 | |
| Addl ICU | | -0.12 | Addl ICU | | 0.05 | Addl ICU | | -0.49 | Addl ICU | | -0.57 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.63 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 69 | 125 | 0 | 0 | 108 | 24 | 47 | 0 | 96 | 0 | 0 | 0 | Volume |
| 0.04 | 0.07 | 0.00 | 0.00 | 0.06 | 0.01 | 0.03 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.04 | V/C | | 0.06 | V/C | | 0.03 | V/C | | 0.00 | 0.132 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.06 | RTOG | | 0.03 | RTOG | | -0.03 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.04 | RTOR | | 0.03 | |
| RTC | | 0.12 | RTC | | 0.08 | RTC | | 0.06 | RTC | | 0.00 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.07 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.18 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 35 | 1665 | 0 | 0 | 1508 | 192 | Total Saturation |
| 0 | 0 | 0 | 22 | 0 | 44 | 9 | 427 | 0 | 0 | 282 | 36 | Volume |
| 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.05 | 0.26 | 0.26 | 0.00 | 0.00 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.26 | V/C | | 0.19 | 0.469 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.03 | RTOG | | 0.03 | RTOG | | 0.44 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.26 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.11 | RTC | | 0.22 | RTC | | 0.46 | RTC | | 0.21 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.17 | Addl ICU | | -0.46 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.52 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1690 | 10 | Total Saturation |
| 0 | 0 | 0 | 2 | 0 | 1 | 24 | 394 | 0 | 0 | 323 | 2 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.23 | 0.00 | 0.00 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.23 | V/C | | 0.00 | 0.234 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.23 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.03 | RTC | | 0.23 | RTC | | 0.22 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.03 | Addl ICU | | -0.23 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.28 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 59 | 16 | 43 | 61 | 19 | 81 | 90 | 2082 | 58 | 95 | 3092 | 98 | Volume |
| 0.03 | 0.01 | 0.03 | 0.04 | 0.01 | 0.05 | 0.05 | 0.41 | 0.03 | 0.06 | 0.61 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.03 | V/C | | 0.01 | V/C | | 0.05 | V/C | | 0.61 | 0.705 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.01 | RTOG | | 0.60 | RTOG | | 0.61 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.05 | RTOR | | 0.03 | RTOR | | 0.04 | |
| RTC | | 0.20 | RTC | | 0.05 | RTC | | 0.63 | RTC | | 0.63 | |
| Addl ICU | | -0.17 | Addl ICU | | 0.00 | Addl ICU | | -0.60 | Addl ICU | | -0.58 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1638 | 62 | 1700 | 1535 | 165 | 1700 | 1583 | 117 | 1700 | 1484 | 216 | Total Saturation |
| 39 | 133 | 5 | 19 | 158 | 17 | 3 | 365 | 27 | 7 | 268 | 39 | Volume |
| 0.02 | 0.08 | 0.08 | 0.01 | 0.10 | 0.10 | 0.00 | 0.23 | 0.23 | 0.00 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.10 | V/C | | 0.23 | V/C | | 0.00 | 0.361 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.10 | RTOG | | 0.23 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.02 | RTOR | | 0.04 | |
| RTC | | 0.12 | RTC | | 0.14 | RTC | | 0.25 | RTC | | 0.27 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.04 | Addl ICU | | -0.02 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.41 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1384 | 316 | 1700 | 1700 | 1700 | 1700 | 3115 | 285 | 1700 | 3400 | 1700 | Total Saturation |
| 60 | 57 | 13 | 61 | 53 | 279 | 468 | 971 | 89 | 19 | 1029 | 111 | Volume |
| 0.04 | 0.04 | 0.04 | 0.04 | 0.03 | 0.16 | 0.28 | 0.31 | 0.31 | 0.01 | 0.30 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.04 | V/C | | 0.28 | V/C | | 0.30 | 0.655 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.04 | RTOG | | 0.57 | RTOG | | 0.30 | Right Turn Adjustment |
| RTOR | | 0.27 | RTOR | | 0.28 | RTOR | | 0.05 | RTOR | | 0.04 | |
| RTC | | 0.24 | RTC | | 0.25 | RTC | | 0.60 | RTC | | 0.33 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.08 | Addl ICU | | -0.29 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.71 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 603 | 1097 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 89 | 46 | 159 | 70 | 22 | 40 | 66 | 2011 | 73 | 189 | 2996 | 178 | Volume |
| 0.05 | 0.03 | 0.09 | 0.04 | 0.04 | 0.04 | 0.04 | 0.39 | 0.04 | 0.06 | 0.59 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.03 | | V/C | 0.04 | | V/C | 0.04 | | V/C | 0.59 | | 0.695 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.03 | | RTOG | 0.02 | | RTOG | 0.57 | | RTOG | 0.59 | | Right Turn Adjustment |
| RTOR | 0.23 | | RTOR | 0.04 | | RTOR | 0.03 | | RTOR | 0.04 | | |
| RTC | 0.20 | | RTC | 0.05 | | RTC | 0.59 | | RTC | 0.62 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.01 | | Addl ICU | -0.55 | | Addl ICU | -0.51 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.74 |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2035 – WITH PROJECT
2012 MODIFIED PROJECT OPTION 2
AM PEAK HOUR**

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Impact Analysis Report
 Level Of Service

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|------|-------------|---------|--------|-------------|---------|--------------|
| | LOS | Del/ Veh | V/ C | LOS | Del/ Veh | V/ C | |
| # 1 "B" St & Driveway 1 | A | 9.1 | 0.008 | A | 9.1 | 0.008 | + 0.000 D/V |
| # 2 "B" St & Driveway 2 | B | 12.2 | 0.080 | B | 12.2 | 0.080 | + 0.000 D/V |
| # 3 Driveway 3 & "LQ" St | B | 10.8 | 0.064 | B | 10.8 | 0.064 | + 0.000 D/V |
| # 4 Driveway 4 & "LQ" St | C | 16.4 | 0.100 | C | 16.4 | 0.100 | + 0.000 D/V |
| # 5 "LQ" St & Driveway 5 | B | 10.5 | 0.079 | B | 10.5 | 0.079 | + 0.000 D/V |
| # 6 "LQ" St & Driveway 6 | D | 28.7 | 0.470 | D | 28.7 | 0.470 | + 0.000 D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 D/V |
| #282 Jeffrey Rd & Portola Pkwy | C | xxxxxx | 0.726 | C | xxxxxx | 0.726 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxxx | 0.938 | E | xxxxxx | 0.938 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | D | xxxxxx | 0.830 | D | xxxxxx | 0.830 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | B | xxxxxx | 0.660 | B | xxxxxx | 0.660 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx | 0.441 | A | xxxxxx | 0.441 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | C | xxxxxx | 0.789 | C | xxxxxx | 0.789 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | D | xxxxxx | 0.887 | D | xxxxxx | 0.887 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | C | 28.5 | 0.887 | C | 28.5 | 0.887 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | D | 35.8 | 1.013 | D | 35.8 | 1.013 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | D | xxxxxx | 0.895 | D | xxxxxx | 0.895 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 10.8 | 0.528 | B | 10.8 | 0.528 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | A | 2.7 | 0.659 | A | 2.7 | 0.659 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | E | xxxxxx | 0.983 | E | xxxxxx | 0.983 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | D | xxxxxx | 0.863 | D | xxxxxx | 0.863 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | C | xxxxxx | 0.751 | C | xxxxxx | 0.751 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | B | xxxxxx | 0.641 | B | xxxxxx | 0.641 | + 0.000 V/C |

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

| Intersection | | Base | | Future | | Change in | |
|-------------------------------------|---|-------------|-----------|-------------|-----------|--------------|-----|
| | | Del/ LOS | V/ Veh | Del/ LOS | V/ Veh | | |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | B | 18.2 | 0.859 | B 18.2 | 0.859 | + 0.000 | D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 20.5 | 0.795 | C 20.5 | 0.795 | + 0.000 | D/V |
| #444 Sand Canyon Ave & Burt Rd | E | xxxxxx | 0.912 | E xxxxxx | 0.912 | + 0.000 | V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 17.4 | 0.525 | B 17.4 | 0.525 | + 0.000 | D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | B | 17.6 | 0.500 | B 17.6 | 0.500 | + 0.000 | D/V |
| #556 Ridge Valley & Portola Pkwy | A | xxxxxx | 0.594 | A xxxxxx | 0.594 | + 0.000 | V/C |
| #557 "O" St & "C" St | A | 2.5 | 0.327 | A 2.5 | 0.327 | + 0.000 | V/C |
| #558 "O" St & Irvine Blvd | C | xxxxxx | 0.705 | C xxxxxx | 0.705 | + 0.000 | V/C |
| #559 "O" St & Trabuco Rd | D | xxxxxx | 0.850 | D xxxxxx | 0.850 | + 0.000 | V/C |
| #560 "O" St & Marine Wy | A | xxxxxx | 0.549 | A xxxxxx | 0.549 | + 0.000 | V/C |
| #563 "B" St & Irvine Blvd | C | xxxxxx | 0.741 | C xxxxxx | 0.741 | + 0.000 | V/C |
| #566 Marine Wy & Barranca Pkwy | C | xxxxxx | 0.730 | C xxxxxx | 0.730 | + 0.000 | V/C |
| #567 Marine Wy & Alton Pkwy | C | xxxxxx | 0.758 | C xxxxxx | 0.758 | + 0.000 | V/C |
| #569 Bake Pkwy & Marine Wy | D | xxxxxx | 0.865 | D xxxxxx | 0.865 | + 0.000 | V/C |
| #571 Portola Springs & Portola Pkwy | B | xxxxxx | 0.609 | B xxxxxx | 0.609 | + 0.000 | V/C |
| #572 Modjeska/"A" St & Irvine Blvd | C | xxxxxx | 0.754 | C xxxxxx | 0.754 | + 0.000 | V/C |
| #603 "O" St & "LN" St | A | xxxxxx | 0.391 | A xxxxxx | 0.391 | + 0.000 | V/C |
| #605 "O" St & "LQ" St | A | 3.4 | 0.452 | A 3.4 | 0.452 | + 0.000 | V/C |
| #608 "O" St & "LV" St | A | xxxxxx | 0.348 | A xxxxxx | 0.348 | + 0.000 | V/C |
| #626 "LY" St & "LQ" St | A | 5.0 | 0.422 | A 5.0 | 0.422 | + 0.000 | V/C |
| #627 "LY" St & Irvine Blvd | A | xxxxxx | 0.572 | A xxxxxx | 0.572 | + 0.000 | V/C |
| #631 "LY" St & Trabuco Rd | A | 9.1 | 0.021 | A 9.1 | 0.021 | + 0.000 | D/V |
| #782 "A" St & "LQ" St | A | 4.4 | 0.355 | A 4.4 | 0.355 | + 0.000 | V/C |
| #787 "Z" St & "LQ" St | B | 13.4 | 0.018 | B 13.4 | 0.018 | + 0.000 | D/V |
| #790 "Z" St & Irvine Blvd | C | xxxxxx | 0.775 | C xxxxxx | 0.775 | + 0.000 | V/C |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #798 "B" St & "LQ" St | A xxxxx | 0.466 | A xxxxx | 0.466 | + 0.000 V/C |
| #799 "B" St & Marine Wy | D xxxxx | 0.839 | D xxxxx | 0.839 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D xxxxx | 0.855 | D xxxxx | 0.855 | + 0.000 V/C |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 2

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 152 | 7 | 0 | 388 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 9.1 | | | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=7]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=554]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 152 | 7 | 0 | 388 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | |
| Major Street Volume: | 547 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 7 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 380 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | |
|--------------|--------------|-----|----|--------------|-----|---|------------|---|---|------------|----|---|----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 172 | 30 | 111 | 388 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 42 | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 12.2 | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=63]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=764]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|----|--------------|-----|---|------------|---|---|------------|----|---|----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 172 | 30 | 111 | 388 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 42 | | | | | |
| Major Street Volume: | 701 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 63 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 407 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|----|----|-----|--------------|---|---|---|-----|----|----|----|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 42 | 45 | 293 | 0 | 0 | 0 | 0 | 388 | 15 | 15 | 15 |
| ApproachDel: | xxxxxx | | | | 10.8 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=42]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=783]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|-----|-----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | | 45 | 293 | 0 | | | 0 | 388 | 15 | | |
| Major Street Volume: | | | | | | | | | | | 741 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 42 | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | 388 | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|-------------|----|----|-------------|---|----|--------------|----|---|--------------|----|-----|---|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 7 | 30 | 22 | | | 14 | 7 | 14 | | | 45 | 293 | 3 | | | 7 | 388 | 30 | | |
| ApproachDel: | 16.2 | | | 16.4 | | | xxxxxx | | | xxxxxx | | | | | | | | | | |

 Approach[northbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.3]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=59]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=860]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.2]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=35]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=860]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|-------------|----|----|-------------|---|----|--------------|-----|---|--------------|-----|----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 7 | 30 | 22 | 14 | 7 | 14 | 45 | 293 | 3 | 7 | 388 | 30 | | | | | | |
| Major Street Volume: | 766 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 59 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 377 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Project
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Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|--------------|-----|---|--------------|---|---|------------|---|---|------------|---|---|----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 293 | 0 | 0 | 0 | 0 | 340 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 10.5 | | | xxxxxx | | | | | | | | | | |

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=56]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=689]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|---|---|-----|------------|---|-----|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 293 | | 0 | 0 | | 340 | | 0 | 0 | | 0 | | 56 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | | | | | | | 633 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 56 | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | 341 | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
Year 2035 With Project
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Peak Hour Delay Signal Warrant Report

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Delays.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=147]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=999]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=52]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=999]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|----|------------|----|----|------------|----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 89 | 294 | 3 | 0 | 340 | 74 | 105 | 14 | 28 | 7 | 45 | 0 | | | | | | |
| Major Street Volume: | 800 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 147 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 470 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 294 | 0 | 0 | 304 | 223 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|-----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 294 | 0 | 0 | 0 | 0 | 304 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | 821 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 0 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 353 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|----|---|--------------|-----|-----|------------|---|----|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 8 | 36 | 0 | 0 | 109 | 150 | 14 | 0 | 20 | 0 | 0 | 0 | | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.1 | | | xxxxxx | | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=34]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=337]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|-----|------------|-----|----|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 8 | | 36 | | 0 | 0 | | 109 | | 150 | 14 | | 0 | | 20 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 303 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 34 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 888 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 3 | | 13 | 331 | 0 | 0 | | 0 | 386 | 3 | | |
| ApproachDel: | xxxxxx | | | | 13.4 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=10]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=743]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|-----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 3 | | 13 | 331 | 0 | | | 0 | 386 | 3 | | |
| Major Street Volume: | | | | | | | | | | | 733 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 10 | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | 392 | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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IUSD High School #5 TIA
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and 10 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Critical Gap Module table with 12 columns and 2 rows for Critical Gap and FollowUpTim.

Capacity Module table with 12 columns and 4 rows for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 8 rows for 2Way95thQ, Control Del, LOS by Move, Shared Cap., etc.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[12.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) across four directions.

Critical Gap Module: Table with 12 columns for critical gap and follow-up time components across four directions.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) across four directions.

Level of Service Module: Table with 12 columns for level of service components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) across four directions.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[10.8]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns for movements (L, T, R). Rows include Control, Rights, and Lanes.

Volume Module table with 13 columns for different volume types (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for approaches.

Critical Gap Module table with 13 columns for critical gap and follow-up time for each approach.

Capacity Module table with 13 columns for capacity-related metrics (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for approaches.

Level of Service Module table with 13 columns for LOS metrics (2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for approaches.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: C[16.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns for critical gap and follow-up time. Rows include Critical Gap and FollowUpTim.

Capacity Module: Table with 12 columns for capacity and volume/capacity. Rows include Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns for level of service and control delay. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B [10.5]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 1 0 0).

Volume Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Critical Gap, FollowUpTim.

Capacity Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: D[28.7]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for North, South, East, West.

Critical Gap Module: Table with 13 columns for critical gap components and 4 columns for North, South, East, West.

Capacity Module: Table with 13 columns for capacity components and 4 columns for North, South, East, West.

Level of Service Module: Table with 13 columns for LOS components and 4 columns for North, South, East, West.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module table with 12 columns representing critical gap and follow-up time components.

Capacity Module table with 12 columns representing capacity components like Conflict Vol, Potent Cap., etc.

Level of Service Module table with 12 columns representing LOS components like 2Way95thQ, Control Del, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.726 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 40 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1015 | 25 | 34 | 26 | 20 | 9 | 30 | 1319 | 542 | 159 | 1196 | 22 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1015 | 25 | 34 | 26 | 20 | 9 | 30 | 1319 | 542 | 159 | 1196 | 22 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1015 | 25 | 0 | 26 | 20 | 9 | 30 | 1319 | 542 | 159 | 1196 | 22 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1015 | 25 | 0 | 26 | 20 | 9 | 30 | 1319 | 542 | 159 | 1196 | 22 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1015 | 25 | 0 | 26 | 20 | 9 | 30 | 1319 | 542 | 159 | 1196 | 22 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.95 | 0.05 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 5008 | 92 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.30 | 0.01 | 0.00 | 0.02 | 0.01 | 0.01 | 0.02 | 0.26 | 0.32 | 0.05 | 0.24 | 0.24 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.938
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 117 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 141 | 573 | 309 | 296 | 1051 | 98 | 131 | 1617 | 337 | 370 | 2048 | 277 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 141 | 573 | 309 | 296 | 1051 | 98 | 131 | 1617 | 337 | 370 | 2048 | 277 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 141 | 573 | 0 | 296 | 1051 | 98 | 131 | 1617 | 337 | 370 | 2048 | 277 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 141 | 573 | 0 | 296 | 1051 | 98 | 131 | 1617 | 337 | 370 | 2048 | 277 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 141 | 573 | 0 | 296 | 1051 | 98 | 131 | 1617 | 337 | 370 | 2048 | 277 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.48 | 0.52 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4220 | 880 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.11 | 0.00 | 0.09 | 0.21 | 0.06 | 0.04 | 0.38 | 0.38 | 0.11 | 0.60 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

IUSD High School #5 TIA
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2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.441
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 21 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 276 | 0 | 221 | 0 | 0 | 0 | 0 | 558 | 853 | 358 | 1054 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 276 | 0 | 221 | 0 | 0 | 0 | 0 | 558 | 853 | 358 | 1054 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 276 | 0 | 221 | 0 | 0 | 0 | 0 | 558 | 0 | 358 | 1054 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 276 | 0 | 221 | 0 | 0 | 0 | 0 | 558 | 0 | 358 | 1054 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 276 | 0 | 221 | 0 | 0 | 0 | 0 | 558 | 0 | 358 | 1054 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.11 | 0.31 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.887
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 226 | 413 | 227 | 371 | 2410 | 117 | 153 | 393 | 672 | 484 | 971 | 318 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 226 | 413 | 227 | 371 | 2410 | 117 | 153 | 393 | 672 | 484 | 971 | 318 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 226 | 413 | 0 | 371 | 2410 | 117 | 153 | 393 | 0 | 484 | 971 | 318 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 226 | 413 | 0 | 371 | 2410 | 117 | 153 | 393 | 0 | 484 | 971 | 318 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 226 | 413 | 0 | 371 | 2410 | 117 | 153 | 393 | 0 | 484 | 971 | 318 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.26 | 0.74 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3842 | 1258 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.08 | 0.00 | 0.11 | 0.47 | 0.07 | 0.05 | 0.08 | 0.00 | 0.14 | 0.25 | 0.25 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.887
Loss Time (sec): 0 Average Delay (sec/veh): 28.5
Optimal Cycle: 180 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns representing different volume and adjustment factors.

Saturation Flow Module table with 13 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns representing capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.013
Loss Time (sec): 0 Average Delay (sec/veh): 35.8
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.895 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 84 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 125 | 820 | 189 | 1712 | 1943 | 405 | 109 | 157 | 112 | 78 | 245 | 364 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 125 | 820 | 189 | 1712 | 1943 | 405 | 109 | 157 | 112 | 78 | 245 | 364 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 125 | 820 | 189 | 1712 | 1943 | 405 | 109 | 157 | 112 | 78 | 245 | 364 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 125 | 820 | 189 | 1712 | 1943 | 405 | 109 | 157 | 112 | 78 | 245 | 364 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 125 | 820 | 189 | 1712 | 1943 | 405 | 109 | 157 | 112 | 78 | 245 | 364 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.48 | 0.52 | 2.00 | 0.58 | 0.42 | 2.00 | 1.21 | 1.79 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4220 | 880 | 3400 | 992 | 708 | 3400 | 2052 | 3048 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.16 | 0.11 | 0.50 | 0.46 | 0.46 | 0.03 | 0.16 | 0.16 | 0.02 | 0.12 | 0.12 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 0 Average Delay (sec/veh): 10.8
Optimal Cycle: 48 Level Of Service: B

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 0 Average Delay (sec/veh): 2.7
Optimal Cycle: 67 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.983
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 270 | 562 | 106 | 351 | 1591 | 862 | 886 | 1514 | 781 | 289 | 1432 | 341 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 270 | 562 | 106 | 351 | 1591 | 862 | 886 | 1514 | 781 | 289 | 1432 | 341 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 270 | 562 | 0 | 351 | 1591 | 0 | 886 | 1514 | 781 | 289 | 1432 | 341 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 270 | 562 | 0 | 351 | 1591 | 0 | 886 | 1514 | 781 | 289 | 1432 | 341 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 270 | 562 | 0 | 351 | 1591 | 0 | 886 | 1514 | 781 | 289 | 1432 | 341 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.11 | 0.00 | 0.10 | 0.31 | 0.00 | 0.26 | 0.30 | 0.46 | 0.09 | 0.28 | 0.20 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.863
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 70 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 126 | 1143 | 111 | 94 | 2158 | 42 | 15 | 86 | 124 | 313 | 90 | 210 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 126 | 1143 | 111 | 94 | 2158 | 42 | 15 | 86 | 124 | 313 | 90 | 210 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 126 | 1143 | 0 | 94 | 2158 | 42 | 15 | 86 | 124 | 313 | 90 | 210 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 126 | 1143 | 0 | 94 | 2158 | 42 | 15 | 86 | 124 | 313 | 90 | 210 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 126 | 1143 | 0 | 94 | 2158 | 42 | 15 | 86 | 124 | 313 | 90 | 210 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.94 | 0.06 | 1.00 | 0.41 | 0.59 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 5003 | 97 | 1700 | 696 | 1004 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.22 | 0.00 | 0.06 | 0.43 | 0.43 | 0.01 | 0.12 | 0.12 | 0.18 | 0.05 | 0.12 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.751 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 44 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 1 | 0 |
| | 1 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 163 | 1176 | 239 | 115 | 2291 | 74 | 12 | 12 | 30 | 458 | 43 | 106 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 163 | 1176 | 239 | 115 | 2291 | 74 | 12 | 12 | 30 | 458 | 43 | 106 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 163 | 1176 | 0 | 115 | 2291 | 74 | 12 | 12 | 0 | 458 | 43 | 106 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 163 | 1176 | 0 | 115 | 2291 | 74 | 12 | 12 | 0 | 458 | 43 | 106 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 163 | 1176 | 0 | 115 | 2291 | 74 | 12 | 12 | 0 | 458 | 43 | 106 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.91 | 0.09 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4940 | 160 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.23 | 0.00 | 0.03 | 0.46 | 0.46 | 0.01 | 0.01 | 0.00 | 0.13 | 0.03 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.641
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 5 | 1019 | 145 | 111 | 1440 | 1117 | 540 | 190 | 12 | 236 | 402 | 97 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 5 | 1019 | 145 | 111 | 1440 | 1117 | 540 | 190 | 12 | 236 | 402 | 97 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 5 | 1019 | 0 | 111 | 1440 | 0 | 540 | 190 | 12 | 236 | 402 | 97 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 5 | 1019 | 0 | 111 | 1440 | 0 | 540 | 190 | 12 | 236 | 402 | 97 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 5 | 1019 | 0 | 111 | 1440 | 0 | 540 | 190 | 12 | 236 | 402 | 97 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.88 | 0.12 | 2.00 | 1.61 | 0.39 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3198 | 202 | 3400 | 2739 | 661 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.20 | 0.00 | 0.03 | 0.28 | 0.00 | 0.16 | 0.06 | 0.06 | 0.07 | 0.15 | 0.15 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.859
Loss Time (sec): 0 Average Delay (sec/veh): 18.2
Optimal Cycle: 161 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.795
Loss Time (sec): 0 Average Delay (sec/veh): 20.5
Optimal Cycle: 111 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.912 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 94 | Level Of Service: | E |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 15 | 1244 | 82 | 100 | 4040 | 76 | 17 | 1 | 14 | 72 | 4 | 86 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 15 | 1244 | 82 | 100 | 4040 | 76 | 17 | 1 | 14 | 72 | 4 | 86 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 15 | 1244 | 82 | 100 | 4040 | 76 | 17 | 1 | 14 | 72 | 4 | 86 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 15 | 1244 | 82 | 100 | 4040 | 76 | 17 | 1 | 14 | 72 | 4 | 86 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 15 | 1244 | 82 | 100 | 4040 | 76 | 17 | 1 | 14 | 72 | 4 | 86 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.81 | 0.19 | 1.00 | 3.00 | 1.00 | 1.00 | 0.07 | 0.93 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 4785 | 315 | 1700 | 5100 | 1700 | 1700 | 113 | 1587 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.26 | 0.26 | 0.06 | 0.79 | 0.04 | 0.01 | 0.01 | 0.01 | 0.04 | 0.00 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | | | | | **** |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 0 Average Delay (sec/veh): 17.4
Optimal Cycle: 48 Level Of Service: B

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 0 Average Delay (sec/veh): 17.6
Optimal Cycle: 46 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.594 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 28 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | WideBypass | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 283 | 23 | 57 | 124 | 79 | 39 | 23 | 487 | 136 | 215 | 1100 | 19 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 283 | 23 | 57 | 124 | 79 | 39 | 23 | 487 | 136 | 215 | 1100 | 19 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 283 | 23 | 57 | 124 | 79 | 39 | 23 | 487 | 136 | 215 | 1100 | 19 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 283 | 23 | 57 | 124 | 79 | 39 | 23 | 487 | 136 | 215 | 1100 | 19 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 283 | 23 | 57 | 124 | 79 | 39 | 23 | 487 | 136 | 215 | 1100 | 19 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.29 | 0.71 | 1.00 | 1.34 | 0.66 | 1.00 | 1.56 | 0.44 | 1.00 | 1.97 | 0.03 |
| Final Sat.: | 1700 | 489 | 1211 | 1700 | 2276 | 1124 | 1700 | 2658 | 742 | 1700 | 3342 | 58 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.17 | 0.05 | 0.05 | 0.07 | 0.03 | 0.03 | 0.01 | 0.18 | 0.18 | 0.13 | 0.33 | 0.33 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.5 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 68 | 127 | 2 | 71 | 503 | 196 | 25 | 9 | 51 | 1 | 32 | 88 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 68 | 127 | 2 | 71 | 503 | 196 | 25 | 9 | 51 | 1 | 32 | 88 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 68 | 127 | 2 | 71 | 503 | 196 | 25 | 9 | 51 | 1 | 32 | 88 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 68 | 127 | 2 | 71 | 503 | 196 | 25 | 9 | 51 | 1 | 32 | 88 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 68 | 127 | 2 | 71 | 503 | 196 | 25 | 9 | 51 | 1 | 32 | 88 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|---|----|-----|-----|----|---|----|---|----|----|
| AutoPCE: | 68 | 127 | 2 | 71 | 503 | 196 | 25 | 9 | 51 | 1 | 32 | 88 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 68 | 127 | 2 | 71 | 503 | 196 | 25 | 9 | 51 | 1 | 32 | 88 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 105 | 101 | 575 | 220 |
| MaxVolume: | 2348 | 2351 | 890 | 1081 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2348 | 2351 | 890 | 1081 |
| ApproachVol: | 197 | 770 | 85 | 121 |
| ApproachV/C: | 0.08 | 0.33 | 0.10 | 0.11 |
| ApproachDel: | 1.7 | 2.3 | 4.5 | 3.7 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.3 | 1.5 | 0.3 | 0.4 |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 38 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 3 | 2 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 131 | 54 | 84 | 293 | 363 | 455 | 126 | 1961 | 270 | 175 | 2021 | 90 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 131 | 54 | 84 | 293 | 363 | 455 | 126 | 1961 | 270 | 175 | 2021 | 90 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 131 | 54 | 84 | 293 | 363 | 0 | 126 | 1961 | 270 | 175 | 2021 | 90 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 131 | 54 | 84 | 293 | 363 | 0 | 126 | 1961 | 270 | 175 | 2021 | 90 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 131 | 54 | 84 | 293 | 363 | 0 | 126 | 1961 | 270 | 175 | 2021 | 90 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.03 | 0.05 | 0.17 | 0.11 | 0.00 | 0.04 | 0.38 | 0.16 | 0.05 | 0.40 | 0.05 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.850
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns representing different volume metrics and 13 rows of data.

Saturation Flow Module table with 13 columns representing saturation flow metrics and 4 rows of data.

Capacity Analysis Module table with 13 columns representing capacity analysis metrics and 4 rows of data.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.549 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 26 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 319 | 0 | 161 | 64 | 974 | 0 | 0 | 1251 | 163 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 319 | 0 | 161 | 64 | 974 | 0 | 0 | 1251 | 163 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 319 | 0 | 161 | 64 | 974 | 0 | 0 | 1251 | 163 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 319 | 0 | 161 | 64 | 974 | 0 | 0 | 1251 | 163 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 319 | 0 | 161 | 64 | 974 | 0 | 0 | 1251 | 163 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.09 | 0.04 | 0.29 | 0.00 | 0.00 | 0.37 | 0.10 |
| Crit Moves: | | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.741 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 42 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 136 | 0 | 60 | 0 | 0 | 0 | 0 | 2708 | 252 | 136 | 2225 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 136 | 0 | 60 | 0 | 0 | 0 | 0 | 2708 | 252 | 136 | 2225 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 136 | 0 | 60 | 0 | 0 | 0 | 0 | 2708 | 252 | 136 | 2225 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 136 | 0 | 60 | 0 | 0 | 0 | 0 | 2708 | 252 | 136 | 2225 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 136 | 0 | 60 | 0 | 0 | 0 | 0 | 2708 | 252 | 136 | 2225 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.53 | 0.15 | 0.08 | 0.44 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.730 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 41 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | | 2 | 0 | 2 | 0 | 1 | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 130 | 345 | 96 | 290 | 519 | 387 | 192 | 487 | 97 | 161 | 1085 | 336 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 130 | 345 | 96 | 290 | 519 | 387 | 192 | 487 | 97 | 161 | 1085 | 336 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 130 | 345 | 96 | 290 | 519 | 387 | 192 | 487 | 97 | 161 | 1085 | 336 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 130 | 345 | 96 | 290 | 519 | 387 | 192 | 487 | 97 | 161 | 1085 | 336 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 130 | 345 | 96 | 290 | 519 | 387 | 192 | 487 | 97 | 161 | 1085 | 336 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.10 | 0.06 | 0.09 | 0.15 | 0.23 | 0.06 | 0.14 | 0.06 | 0.05 | 0.32 | 0.20 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 577 | 447 | 206 | 112 | 326 | 306 | 251 | 1082 | 337 | 177 | 1453 | 131 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 577 | 447 | 206 | 112 | 326 | 306 | 251 | 1082 | 337 | 177 | 1453 | 131 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 577 | 447 | 206 | 112 | 326 | 306 | 251 | 1082 | 0 | 177 | 1453 | 131 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 577 | 447 | 206 | 112 | 326 | 306 | 251 | 1082 | 0 | 177 | 1453 | 131 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 577 | 447 | 206 | 112 | 326 | 306 | 251 | 1082 | 0 | 177 | 1453 | 131 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.17 | 0.13 | 0.12 | 0.07 | 0.10 | 0.18 | 0.07 | 0.21 | 0.00 | 0.05 | 0.28 | 0.08 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.865 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 70 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 972 | 2958 | 36 | 26 | 3024 | 665 | 215 | 14 | 320 | 5 | 12 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 972 | 2958 | 36 | 26 | 3024 | 665 | 215 | 14 | 320 | 5 | 12 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 972 | 2958 | 36 | 26 | 3024 | 665 | 215 | 14 | 320 | 5 | 12 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 972 | 2958 | 36 | 26 | 3024 | 665 | 215 | 14 | 320 | 5 | 12 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 972 | 2958 | 36 | 26 | 3024 | 665 | 215 | 14 | 320 | 5 | 12 | 4 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 4.00 | 1.00 | 1.00 | 4.10 | 0.90 | 2.00 | 1.00 | 2.00 | 2.00 | 1.50 | 0.50 |
| Final Sat.: | 3400 | 6800 | 1700 | 1700 | 6968 | 1532 | 3400 | 1700 | 3400 | 3400 | 2550 | 850 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.29 | 0.44 | 0.02 | 0.02 | 0.43 | 0.43 | 0.06 | 0.01 | 0.09 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.609 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 30 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 408 | 11 | 48 | 40 | 96 | 329 | 11 | 514 | 137 | 26 | 814 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 408 | 11 | 48 | 40 | 96 | 329 | 11 | 514 | 137 | 26 | 814 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 408 | 11 | 48 | 40 | 96 | 329 | 11 | 514 | 137 | 26 | 814 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 408 | 11 | 48 | 40 | 96 | 329 | 11 | 514 | 137 | 26 | 814 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 408 | 11 | 48 | 40 | 96 | 329 | 11 | 514 | 137 | 26 | 814 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.19 | 0.81 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 317 | 1383 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.12 | 0.03 | 0.03 | 0.02 | 0.06 | 0.19 | 0.01 | 0.15 | 0.08 | 0.02 | 0.24 | 0.00 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.754 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 44 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 47 | 42 | 127 | 423 | 68 | 161 | 87 | 2267 | 34 | 102 | 2069 | 215 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 47 | 42 | 127 | 423 | 68 | 161 | 87 | 2267 | 34 | 102 | 2069 | 215 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 47 | 42 | 127 | 423 | 68 | 161 | 87 | 2267 | 34 | 102 | 2069 | 215 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 47 | 42 | 127 | 423 | 68 | 161 | 87 | 2267 | 34 | 102 | 2069 | 215 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 47 | 42 | 127 | 423 | 68 | 161 | 87 | 2267 | 34 | 102 | 2069 | 215 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.30 | 0.70 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 505 | 1195 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.02 | 0.07 | 0.12 | 0.13 | 0.13 | 0.05 | 0.44 | 0.02 | 0.06 | 0.41 | 0.13 |
| Crit Moves: | | | **** | **** | | | **** | | **** | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.391 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 20 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 17 | 165 | 54 | 2 | 614 | 9 | 12 | 16 | 68 | 167 | 11 | 3 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 17 | 165 | 54 | 2 | 614 | 9 | 12 | 16 | 68 | 167 | 11 | 3 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 17 | 165 | 54 | 2 | 614 | 9 | 12 | 16 | 68 | 167 | 11 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 17 | 165 | 54 | 2 | 614 | 9 | 12 | 16 | 68 | 167 | 11 | 3 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 17 | 165 | 54 | 2 | 614 | 9 | 12 | 16 | 68 | 167 | 11 | 3 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.51 | 0.49 | 1.00 | 1.97 | 0.03 | 1.00 | 0.19 | 0.81 | 1.00 | 0.79 | 0.21 |
| Final Sat.: | 1700 | 2562 | 838 | 1700 | 3351 | 49 | 1700 | 324 | 1376 | 1700 | 1336 | 364 |

-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.06 | 0.06 | 0.00 | 0.18 | 0.18 | 0.01 | 0.05 | 0.05 | 0.10 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.4 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 13 columns representing PCE types and volumes like AutoPCE, TruckPCE, ComboPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.348
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 19 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 13 | 143 | 28 | 2 | 586 | 192 | 17 | 6 | 42 | 57 | 26 | 6 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 13 | 143 | 28 | 2 | 586 | 192 | 17 | 6 | 42 | 57 | 26 | 6 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 13 | 143 | 28 | 2 | 586 | 192 | 17 | 6 | 42 | 57 | 26 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 13 | 143 | 28 | 2 | 586 | 192 | 17 | 6 | 42 | 57 | 26 | 6 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 13 | 143 | 28 | 2 | 586 | 192 | 17 | 6 | 42 | 57 | 26 | 6 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.67 | 0.33 | 1.00 | 1.51 | 0.49 | 1.00 | 0.12 | 0.88 | 1.00 | 0.81 | 0.19 |
| Final Sat.: | 1700 | 2843 | 557 | 1700 | 2561 | 839 | 1700 | 213 | 1488 | 1700 | 1381 | 319 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.05 | 0.05 | 0.00 | 0.23 | 0.23 | 0.01 | 0.03 | 0.03 | 0.03 | 0.02 | 0.02 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 5.0 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 16 | 29 | 22 | 231 | 1 | 1 | 246 | 1 | 31 | 464 | 7 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 16 | 29 | 22 | 231 | 1 | 1 | 246 | 1 | 31 | 464 | 7 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 16 | 29 | 22 | 231 | 1 | 1 | 246 | 1 | 31 | 464 | 7 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 16 | 29 | 22 | 231 | 1 | 1 | 246 | 1 | 31 | 464 | 7 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 16 | 29 | 22 | 231 | 1 | 1 | 246 | 1 | 31 | 464 | 7 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|----|----|----|-----|---|---|-----|---|----|-----|---|
| AutoPCE: | 1 | 16 | 29 | 22 | 231 | 1 | 1 | 246 | 1 | 31 | 464 | 7 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 16 | 29 | 22 | 231 | 1 | 1 | 246 | 1 | 31 | 464 | 7 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 269 | 496 | 284 | 18 |
| MaxVolume: | 1055 | 932 | 1047 | 1190 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1055 | 932 | 1047 | 1190 |
| ApproachVol: | 46 | 254 | 248 | 502 |
| ApproachV/C: | 0.04 | 0.27 | 0.24 | 0.42 |
| ApproachDel: | 3.6 | 5.3 | 4.5 | 5.2 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.1 | 1.1 | 0.9 | 2.1 |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.572 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 27 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 65 | 0 | 65 | 0 | 0 | 0 | 0 | 2273 | 66 | 64 | 2208 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 65 | 0 | 65 | 0 | 0 | 0 | 0 | 2273 | 66 | 64 | 2208 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 65 | 0 | 65 | 0 | 0 | 0 | 0 | 2273 | 66 | 64 | 2208 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 65 | 0 | 65 | 0 | 0 | 0 | 0 | 2273 | 66 | 64 | 2208 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 65 | 0 | 65 | 0 | 0 | 0 | 0 | 2273 | 66 | 64 | 2208 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.45 | 0.04 | 0.04 | 0.43 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: A[9.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustment factors for each approach.

Critical Gap Module table with 12 columns showing critical gap and follow-up time for each approach.

Capacity Module table with 12 columns showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns showing delay, LOS, and shared queue metrics.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.4 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 38 | 0 | 41 | 5 | 282 | 0 | 0 | 409 | 16 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 38 | 0 | 41 | 5 | 282 | 0 | 0 | 409 | 16 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 38 | 0 | 41 | 5 | 282 | 0 | 0 | 409 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 38 | 0 | 41 | 5 | 282 | 0 | 0 | 409 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 38 | 0 | 41 | 5 | 282 | 0 | 0 | 409 | 16 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|----|---|----|---|-----|---|---|-----|----|
| AutoPCE: | 0 | 0 | 0 | 38 | 0 | 41 | 5 | 282 | 0 | 0 | 409 | 16 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 38 | 0 | 41 | 5 | 282 | 0 | 0 | 409 | 16 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 325 | 409 | 38 | 5 |
| MaxVolume: | xxxxxx | 979 | 1179 | 1197 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 979 | 1179 | 1197 |
| ApproachVol: | xxxxxx | 79 | 287 | 425 |
| ApproachV/C: | 1.00 | 0.08 | 0.24 | 0.35 |
| ApproachDel: | xxxxxx | 4.0 | 4.0 | 4.7 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.3 | 1.0 | 1.6 |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[13.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustments for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns showing critical gap and follow-up time values.

Capacity Module table with 12 columns showing conflict volume, potential capacity, move capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns showing delay, LOS by movement, shared capacity, shared queue, shared delay, and shared LOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.775 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 47 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 58 | 8 | 74 | 187 | 33 | 145 | 37 | 2755 | 64 | 54 | 2230 | 31 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 58 | 8 | 74 | 187 | 33 | 145 | 37 | 2755 | 64 | 54 | 2230 | 31 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 58 | 8 | 74 | 187 | 33 | 145 | 37 | 2755 | 64 | 54 | 2230 | 31 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 58 | 8 | 74 | 187 | 33 | 145 | 37 | 2755 | 64 | 54 | 2230 | 31 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 58 | 8 | 74 | 187 | 33 | 145 | 37 | 2755 | 64 | 54 | 2230 | 31 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.00 | 0.04 | 0.11 | 0.02 | 0.09 | 0.02 | 0.54 | 0.04 | 0.03 | 0.44 | 0.02 |
| Crit Moves: | | | **** | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes for "B" St and "LQ" St.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.839 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 62 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 102 | 37 | 24 | 127 | 58 | 562 | 148 | 830 | 37 | 12 | 1059 | 42 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 102 | 37 | 24 | 127 | 58 | 562 | 148 | 830 | 37 | 12 | 1059 | 42 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 102 | 37 | 24 | 127 | 58 | 562 | 148 | 830 | 37 | 12 | 1059 | 42 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 102 | 37 | 24 | 127 | 58 | 562 | 148 | 830 | 37 | 12 | 1059 | 42 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 102 | 37 | 24 | 127 | 58 | 562 | 148 | 830 | 37 | 12 | 1059 | 42 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.61 | 0.39 | 1.00 | 1.00 | 1.00 | 1.00 | 1.91 | 0.09 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 1031 | 669 | 1700 | 1700 | 1700 | 1700 | 3255 | 145 | 1700 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.04 | 0.04 | 0.07 | 0.03 | 0.33 | 0.09 | 0.26 | 0.25 | 0.01 | 0.31 | 0.02 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.855 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 67 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 98 | 18 | 209 | 156 | 32 | 51 | 28 | 2760 | 297 | 167 | 2187 | 51 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 98 | 18 | 209 | 156 | 32 | 51 | 28 | 2760 | 297 | 167 | 2187 | 51 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 98 | 18 | 209 | 156 | 32 | 51 | 28 | 2760 | 297 | 167 | 2187 | 51 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 98 | 18 | 209 | 156 | 32 | 51 | 28 | 2760 | 297 | 167 | 2187 | 51 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 98 | 18 | 209 | 156 | 32 | 51 | 28 | 2760 | 297 | 167 | 2187 | 51 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.39 | 0.61 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 655 | 1045 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.01 | 0.12 | 0.09 | 0.05 | 0.05 | 0.02 | 0.54 | 0.17 | 0.05 | 0.43 | 0.03 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1625 | 75 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 152 | 7 | 0 | 388 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | Volume |
| 0.00 | 0.09 | 0.09 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.23 | V/C | | 0.00 | V/C | | 0.00 | 0.228 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.23 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.13 | |
| RTC | | 0.23 | RTC | | 0.23 | RTC | | 0.00 | RTC | | 0.10 | |
| Addl ICU | | -0.13 | Addl ICU | | -0.23 | Addl ICU | | 0.00 | Addl ICU | | -0.10 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.28 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1448 | 252 | 1700 | 1700 | 0 | 0 | 0 | 0 | 850 | 0 | 850 | Total Saturation |
| 0 | 172 | 30 | 111 | 388 | 0 | 0 | 0 | 0 | 21 | 0 | 42 | Volume |
| 0.00 | 0.12 | 0.12 | 0.07 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.23 | V/C | | 0.00 | V/C | | 0.02 | 0.253 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.23 | RTOG | | -0.02 | RTOG | | 0.02 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.11 | |
| RTC | | 0.18 | RTC | | 0.25 | RTC | | -0.02 | RTC | | 0.11 | |
| Addl ICU | | -0.06 | Addl ICU | | -0.25 | Addl ICU | | 0.02 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.30 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | | | | | | |
|---|------|-------|-----------|-----------|------|----------|------|-----------|--------------|-------|------|-----------------------------------|--|-------------|--|-----------------------|--|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | | | | | | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | | | | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes | | | | | |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane | | | | | |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1637 | 63 | Total Saturation | | | | | |
| 0 | 0 | 0 | 0 | 0 | 42 | 45 | 293 | 0 | 0 | 388 | 15 | Volume | | | | | |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.03 | 0.17 | 0.00 | 0.00 | 0.24 | 0.24 | Vol/Sat | | | | | |
| <i>Critical Movements</i> | | | | | | | | | | | | | | | | | |
| Direction | | N/A | | Direction | | SBT | | Direction | | EBL | | Direction | | WBT | | Initial ICU | |
| V/C | | 0.00 | | V/C | | 0.00 | | V/C | | 0.03 | | V/C | | 0.24 | | 0.264 | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | | | | | | |
| RTOG | | 0.00 | | RTOG | | 0.00 | | RTOG | | 0.26 | | RTOG | | 0.24 | | Right Turn Adjustment | |
| RTOR | | 0.09 | | RTOR | | 0.03 | | RTOR | | 0.00 | | RTOR | | 0.00 | | | |
| RTC | | 0.07 | | RTC | | 0.02 | | RTC | | 0.26 | | RTC | | 0.24 | | | |
| Addl ICU | | -0.07 | | Addl ICU | | 0.00 | | Addl ICU | | -0.26 | | Addl ICU | | 0.00 | | | |
| | | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| | | | | | | | | | | | | Clearance Interval | | 0.05 | | | |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | | 0.31 | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1683 | 17 | 28 | 1552 | 120 | Total Saturation |
| 7 | 30 | 22 | 14 | 7 | 14 | 45 | 293 | 3 | 7 | 388 | 30 | Volume |
| 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.02 | 0.03 | 0.17 | 0.17 | 0.25 | 0.25 | 0.25 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.02 | V/C | | 0.17 | V/C | | 0.25 | 0.441 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.02 | RTOG | | 0.02 | RTOG | | 0.17 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.17 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.17 | RTC | | 0.15 | RTC | | 0.19 | RTC | | 0.41 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.13 | Addl ICU | | -0.01 | Addl ICU | | -0.16 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.49 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 293 | 0 | 0 | 340 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | Volume |
| 0.00 | 0.17 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | N/A | | Initial ICU |
| V/C | 0.00 | | V/C | 0.20 | | V/C | 0.00 | | V/C | 0.00 | | 0.200 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.20 | | RTOG | 0.20 | | RTOG | 0.00 | | RTOG | 0.00 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.00 | | RTOR | 0.00 | | RTOR | 0.03 | | |
| RTC | 0.20 | | RTC | 0.20 | | RTC | 0.00 | | RTC | 0.02 | | |
| Addl ICU | -0.20 | | Addl ICU | -0.20 | | Addl ICU | 0.03 | | Addl ICU | -0.02 | | |
| | 0.00 | | | 0.00 | | | 0.03 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.28 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1683 | 17 | 0 | 1396 | 304 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 89 | 294 | 3 | 0 | 340 | 74 | 105 | 14 | 28 | 7 | 45 | 0 | Volume |
| 0.05 | 0.17 | 0.17 | 0.00 | 0.24 | 0.24 | 0.06 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.05 | V/C | | 0.24 | V/C | | 0.06 | V/C | | 0.00 | 0.358 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.30 | RTOG | | 0.24 | RTOG | | 0.06 | RTOG | | -0.06 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.06 | RTOR | | 0.05 | RTOR | | 0.12 | |
| RTC | | 0.34 | RTC | | 0.29 | RTC | | 0.10 | RTC | | 0.03 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.05 | Addl ICU | | -0.08 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.41 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 294 | 0 | 0 | 304 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.17 | 0.00 | 0.00 | 0.18 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.00 | 0.179 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.18 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | |
| RTC | | 0.18 | RTC | | 0.18 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | -0.18 | Addl ICU | | -0.05 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.23 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 1015 | 25 | 34 | 26 | 20 | 9 | 30 | 1319 | 542 | 159 | 1196 | 22 | Volume |
| 0.30 | 0.01 | 0.00 | 0.02 | 0.01 | 0.01 | 0.02 | 0.26 | 0.32 | 0.05 | 0.23 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.30 | | V/C | 0.01 | | V/C | 0.26 | | V/C | 0.05 | | 0.616 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.30 | | RTOG | 0.01 | | RTOG | 0.26 | | RTOG | 0.29 | | Right Turn Adjustment |
| RTOR | 0.05 | | RTOR | 0.07 | | RTOR | 0.30 | | RTOR | 0.30 | | |
| RTC | 0.33 | | RTC | 0.06 | | RTC | 0.48 | | RTC | 0.51 | | |
| Addl ICU | -0.33 | | Addl ICU | -0.06 | | Addl ICU | -0.16 | | Addl ICU | -0.50 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 141 | 573 | 309 | 296 | 1051 | 98 | 131 | 1617 | 337 | 370 | 2048 | 277 | Volume |
| 0.04 | 0.11 | 0.00 | 0.09 | 0.21 | 0.06 | 0.04 | 0.32 | 0.20 | 0.11 | 0.40 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.21 | V/C | | 0.04 | V/C | | 0.40 | 0.688 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.21 | RTOG | | 0.33 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.14 | |
| RTC | | 0.25 | RTC | | 0.23 | RTC | | 0.36 | RTC | | 0.50 | |
| Addl ICU | | -0.25 | Addl ICU | | -0.18 | Addl ICU | | -0.16 | Addl ICU | | -0.34 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.74 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 0.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 4119 | 981 | 3400 | 5100 | 1700 | 1700 | 850 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 183 | 638 | 152 | 71 | 1304 | 405 | 302 | 176 | 247 | 497 | 381 | 116 | Volume |
| 0.05 | 0.15 | 0.15 | 0.02 | 0.26 | 0.24 | 0.18 | 0.21 | 0.10 | 0.15 | 0.22 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.26 | | V/C | 0.18 | | V/C | 0.22 | | 0.711 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.29 | | RTOG | 0.26 | | RTOG | 0.26 | | RTOG | 0.22 | | Right Turn Adjustment |
| RTOR | 0.19 | | RTOR | 0.18 | | RTOR | 0.05 | | RTOR | 0.15 | | |
| RTC | 0.43 | | RTC | 0.39 | | RTC | 0.30 | | RTC | 0.34 | | |
| Addl ICU | -0.28 | | Addl ICU | -0.15 | | Addl ICU | -0.20 | | Addl ICU | -0.27 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 129 | 680 | 262 | 254 | 1561 | 356 | 250 | 281 | 152 | 646 | 916 | 83 | Volume |
| 0.04 | 0.13 | 0.15 | 0.07 | 0.23 | 0.21 | 0.07 | 0.08 | 0.09 | 0.19 | 0.27 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.04 | | V/C | 0.23 | | V/C | 0.07 | | V/C | 0.27 | | 0.610 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.19 | | RTOG | 0.23 | | RTOG | 0.15 | | RTOG | 0.27 | | Right Turn Adjustment |
| RTOR | 0.26 | | RTOR | 0.07 | | RTOR | 0.04 | | RTOR | 0.13 | | |
| RTC | 0.39 | | RTC | 0.28 | | RTC | 0.18 | | RTC | 0.37 | | |
| Addl ICU | -0.23 | | Addl ICU | -0.08 | | Addl ICU | -0.09 | | Addl ICU | -0.32 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 276 | 0 | 221 | 0 | 0 | 0 | 0 | 558 | 853 | 358 | 1054 | 0 | Volume |
| 0.08 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.11 | 0.31 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.08 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.31 | | 0.391 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.08 | | RTOG | -0.08 | | RTOG | 0.20 | | RTOG | 0.31 | | Right Turn Adjustment |
| RTOR | 0.15 | | RTOR | 0.00 | | RTOR | 0.08 | | RTOR | 0.08 | | |
| RTC | 0.19 | | RTC | -0.08 | | RTC | 0.27 | | RTC | 0.37 | | |
| Addl ICU | -0.13 | | Addl ICU | 0.08 | | Addl ICU | -0.27 | | Addl ICU | -0.37 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.44 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 123 | 458 | 301 | 443 | 1007 | 122 | 206 | 1573 | 378 | 597 | 1727 | 134 | Volume |
| 0.04 | 0.09 | 0.09 | 0.13 | 0.30 | 0.07 | 0.06 | 0.23 | 0.22 | 0.18 | 0.34 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.04 | | V/C | 0.30 | | V/C | 0.23 | | V/C | 0.18 | | 0.739 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.20 | | RTOG | 0.30 | | RTOG | 0.23 | | RTOG | 0.35 | | Right Turn Adjustment |
| RTOR | 0.18 | | RTOR | 0.07 | | RTOR | 0.04 | | RTOR | 0.24 | | |
| RTC | 0.33 | | RTC | 0.35 | | RTC | 0.26 | | RTC | 0.53 | | |
| Addl ICU | -0.25 | | Addl ICU | -0.28 | | Addl ICU | -0.04 | | Addl ICU | -0.45 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.79 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 226 | 413 | 227 | 371 | 2410 | 117 | 153 | 393 | 672 | 484 | 971 | 318 | Volume |
| 0.07 | 0.08 | 0.00 | 0.11 | 0.47 | 0.07 | 0.05 | 0.08 | 0.00 | 0.14 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.07 | | V/C | 0.47 | | V/C | 0.05 | | V/C | 0.19 | | 0.774 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.43 | | RTOG | 0.47 | | RTOG | 0.09 | | RTOG | 0.19 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.05 | | RTOR | 0.07 | | RTOR | 0.46 | | |
| RTC | 0.55 | | RTC | 0.51 | | RTC | 0.14 | | RTC | 0.53 | | |
| Addl ICU | -0.55 | | Addl ICU | -0.44 | | Addl ICU | -0.14 | | Addl ICU | -0.35 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.82 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 0.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 1171 | 2229 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 285 | 1015 | 712 | 344 | 3292 | 403 | 136 | 259 | 339 | 667 | 346 | 444 | Volume |
| 0.08 | 0.15 | 0.42 | 0.10 | 0.48 | 0.24 | 0.12 | 0.12 | 0.10 | 0.20 | 0.14 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.08 | | V/C | 0.48 | | V/C | 0.12 | | V/C | 0.20 | | 0.880 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.47 | | RTOG | 0.48 | | RTOG | 0.12 | | RTOG | 0.20 | | Right Turn Adjustment |
| RTOR | 0.20 | | RTOR | 0.18 | | RTOR | 0.08 | | RTOR | 0.42 | | |
| RTC | 0.61 | | RTC | 0.62 | | RTC | 0.18 | | RTC | 0.51 | | |
| Addl ICU | -0.20 | | Addl ICU | -0.38 | | Addl ICU | -0.08 | | Addl ICU | -0.34 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.93 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 1318 | 95 | 625 | 3560 | 0 | 697 | 2 | 1137 | 0 | 0 | 0 | Volume |
| 0.00 | 0.19 | 0.06 | 0.18 | 0.52 | 0.00 | 0.16 | 0.00 | 0.45 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.52 | V/C | | 0.16 | V/C | | 0.00 | 0.688 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.34 | RTOG | | 0.52 | RTOG | | 0.16 | RTOG | | -0.16 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.16 | RTOR | | 0.00 | RTOR | | 0.33 | |
| RTC | | 0.46 | RTC | | 0.65 | RTC | | 0.16 | RTC | | 0.08 | |
| Addl ICU | | -0.41 | Addl ICU | | -0.65 | Addl ICU | | 0.28 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.28 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 1.02 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4785 | 315 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 15 | 1244 | 82 | 100 | 4040 | 76 | 17 | 1 | 14 | 72 | 4 | 86 | Volume |
| 0.01 | 0.26 | 0.26 | 0.06 | 0.79 | 0.04 | 0.01 | 0.00 | 0.01 | 0.04 | 0.00 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.79 | V/C | | 0.00 | V/C | | 0.04 | 0.844 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.74 | RTOG | | 0.79 | RTOG | | 0.00 | RTOG | | 0.03 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.01 | RTOR | | 0.54 | |
| RTC | | 0.77 | RTC | | 0.82 | RTC | | 0.01 | RTC | | 0.44 | |
| Addl ICU | | -0.51 | Addl ICU | | -0.78 | Addl ICU | | 0.00 | Addl ICU | | -0.39 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.89 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 125 | 820 | 189 | 1712 | 1943 | 405 | 109 | 157 | 112 | 78 | 245 | 364 | Volume |
| 0.07 | 0.16 | 0.11 | 0.50 | 0.38 | 0.24 | 0.03 | 0.09 | 0.07 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.16 | | V/C | 0.50 | | V/C | 0.03 | | V/C | 0.14 | | 0.840 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.16 | | RTOG | 0.59 | | RTOG | 0.15 | | RTOG | 0.14 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.03 | | RTOR | 0.28 | | RTOR | 0.50 | | |
| RTC | 0.22 | | RTC | 0.61 | | RTC | 0.37 | | RTC | 0.52 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.38 | | Addl ICU | -0.30 | | Addl ICU | -0.52 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.89 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 217 | 0 | 257 | 0 | 2114 | 192 | 126 | 2062 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.08 | 0.00 | 0.31 | 0.11 | 0.07 | 0.40 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.13 | V/C | | 0.31 | V/C | | 0.07 | 0.513 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.13 | RTOG | | 0.13 | RTOG | | 0.31 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | -0.02 | RTOR | | 0.13 | RTOR | | 0.13 | |
| RTC | | -0.07 | RTC | | 0.11 | RTC | | 0.41 | RTC | | 0.48 | |
| Addl ICU | | 0.07 | Addl ICU | | -0.04 | Addl ICU | | -0.29 | Addl ICU | | -0.48 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.56 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4513 | 587 | Total Saturation |
| 56 | 0 | 95 | 0 | 0 | 0 | 0 | 2167 | 140 | 0 | 2152 | 280 | Volume |
| 0.03 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.64 | 0.00 | 0.00 | 0.48 | 0.48 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.00 | V/C | | 0.64 | V/C | | 0.00 | 0.670 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | -0.03 | RTOG | | 0.64 | RTOG | | 0.64 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.16 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.03 | RTC | | 0.09 | RTC | | 0.66 | RTC | | 0.66 | |
| Addl ICU | | 0.02 | Addl ICU | | -0.09 | Addl ICU | | -0.66 | Addl ICU | | -0.19 | |
| | | 0.02 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.74 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 270 | 562 | 106 | 351 | 1591 | 862 | 886 | 1514 | 781 | 289 | 1432 | 341 | Volume |
| 0.08 | 0.11 | 0.00 | 0.10 | 0.31 | 0.00 | 0.17 | 0.30 | 0.46 | 0.09 | 0.28 | 0.20 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.31 | V/C | | 0.17 | V/C | | 0.28 | 0.846 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.29 | RTOG | | 0.31 | RTOG | | 0.37 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.17 | RTOR | | 0.08 | RTOR | | 0.28 | |
| RTC | | 0.41 | RTC | | 0.44 | RTC | | 0.43 | RTC | | 0.49 | |
| Addl ICU | | -0.41 | Addl ICU | | -0.44 | Addl ICU | | 0.03 | Addl ICU | | -0.29 | |
| | | 0.00 | | | 0.00 | | | 0.03 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.93 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5003 | 97 | 1700 | 696 | 1004 | 1700 | 1700 | 1700 | Total Saturation |
| 126 | 1143 | 111 | 94 | 2158 | 42 | 15 | 86 | 124 | 313 | 90 | 210 | Volume |
| 0.07 | 0.22 | 0.00 | 0.06 | 0.43 | 0.43 | 0.01 | 0.12 | 0.12 | 0.18 | 0.05 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.07 | V/C | | 0.43 | V/C | | 0.12 | V/C | | 0.18 | 0.813 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.45 | RTOG | | 0.43 | RTOG | | 0.12 | RTOG | | 0.30 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.25 | RTOR | | 0.07 | RTOR | | 0.28 | |
| RTC | | 0.59 | RTC | | 0.62 | RTC | | 0.18 | RTC | | 0.51 | |
| Addl ICU | | -0.59 | Addl ICU | | -0.19 | Addl ICU | | -0.06 | Addl ICU | | -0.39 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.86 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 4940 | 160 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 163 | 1176 | 239 | 115 | 2291 | 74 | 12 | 12 | 30 | 458 | 43 | 106 | Volume |
| 0.10 | 0.23 | 0.00 | 0.03 | 0.46 | 0.46 | 0.01 | 0.01 | 0.00 | 0.13 | 0.03 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.10 | | V/C | 0.46 | | V/C | 0.01 | | V/C | 0.13 | | 0.701 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.53 | | RTOG | 0.46 | | RTOG | 0.01 | | RTOG | 0.13 | | Right Turn Adjustment |
| RTOR | 0.13 | | RTOR | 0.12 | | RTOR | 0.10 | | RTOR | 0.33 | | |
| RTC | 0.63 | | RTC | 0.55 | | RTC | 0.08 | | RTC | 0.38 | | |
| Addl ICU | -0.63 | | Addl ICU | -0.09 | | Addl ICU | -0.08 | | Addl ICU | -0.32 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.75 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2739 | 661 | Total Saturation |
| 5 | 1019 | 145 | 111 | 1440 | 1117 | 540 | 190 | 12 | 236 | 402 | 97 | Volume |
| 0.00 | 0.20 | 0.00 | 0.03 | 0.28 | 0.00 | 0.16 | 0.06 | 0.01 | 0.07 | 0.15 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.28 | | V/C | 0.16 | | V/C | 0.15 | | 0.591 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.25 | | RTOG | 0.28 | | RTOG | 0.24 | | RTOG | 0.15 | | Right Turn Adjustment |
| RTOR | 0.25 | | RTOR | 0.16 | | RTOR | 0.00 | | RTOR | 0.09 | | |
| RTC | 0.44 | | RTC | 0.40 | | RTC | 0.24 | | RTC | 0.21 | | |
| Addl ICU | -0.44 | | Addl ICU | -0.40 | | Addl ICU | -0.23 | | Addl ICU | -0.06 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3879 | 345 | 0 | 1280 | 0 | 0 | 0 | 0 | 164 | 0 | 1270 | Volume |
| 0.00 | 0.57 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.25 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.57 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.10 | 0.667 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.57 | RTOG | | 0.57 | RTOG | | -0.10 | RTOG | | 0.10 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.10 | RTOR | | 0.32 | RTOR | | 0.00 | |
| RTC | | 0.64 | RTC | | 0.64 | RTC | | 0.14 | RTC | | 0.10 | |
| Addl ICU | | -0.64 | Addl ICU | | -0.64 | Addl ICU | | -0.14 | Addl ICU | | 0.15 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.15 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.87 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 1426 | 0 | 0 | 1082 | 420 | 2732 | 0 | 513 | 0 | 0 | 0 | Volume |
| 0.00 | 0.28 | 0.00 | 0.00 | 0.21 | 0.00 | 0.54 | 0.00 | 0.30 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.28 | V/C | | 0.00 | V/C | | 0.54 | V/C | | 0.00 | 0.815 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.28 | RTOG | | 0.28 | RTOG | | 0.54 | RTOG | | -0.54 | Right Turn Adjustment |
| RTOR | | 0.54 | RTOR | | 0.54 | RTOR | | 0.07 | RTOR | | 0.00 | |
| RTC | | 0.68 | RTC | | 0.68 | RTC | | 0.59 | RTC | | -0.54 | |
| Addl ICU | | -0.68 | Addl ICU | | -0.68 | Addl ICU | | -0.28 | Addl ICU | | 0.54 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.87 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 248 | 0 | 401 | 0 | 786 | 400 | 441 | 1398 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.12 | 0.00 | 0.23 | 0.24 | 0.13 | 0.41 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.15 | V/C | | 0.00 | V/C | | 0.41 | 0.557 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.15 | RTOG | | 0.15 | RTOG | | 0.28 | RTOG | | 0.41 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.00 | RTOR | | 0.15 | RTOR | | 0.15 | |
| RTC | | -0.01 | RTC | | 0.15 | RTC | | 0.39 | RTC | | 0.52 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.03 | Addl ICU | | -0.16 | Addl ICU | | -0.52 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.61 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 283 | 0 | 574 | 0 | 0 | 0 | 0 | 1009 | 44 | 139 | 1548 | 0 | Volume |
| 0.08 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.08 | 0.46 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.08 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.46 | | 0.539 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.08 | | RTOG | -0.08 | | RTOG | 0.37 | | RTOG | 0.46 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.00 | | RTOR | 0.08 | | RTOR | 0.08 | | |
| RTC | 0.20 | | RTC | -0.08 | | RTC | 0.44 | | RTC | 0.52 | | |
| Addl ICU | -0.03 | | Addl ICU | 0.08 | | Addl ICU | -0.44 | | Addl ICU | -0.52 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.59 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 283 | 23 | 57 | 124 | 79 | 39 | 23 | 487 | 136 | 215 | 1100 | 19 | Volume |
| 0.17 | 0.01 | 0.03 | 0.07 | 0.02 | 0.02 | 0.01 | 0.14 | 0.08 | 0.13 | 0.32 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.17 | | V/C | 0.02 | | V/C | 0.01 | | V/C | 0.32 | | 0.527 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.02 | | RTOG | 0.21 | | RTOG | 0.32 | | Right Turn Adjustment |
| RTOR | 0.19 | | RTOR | 0.01 | | RTOR | 0.17 | | RTOR | 0.18 | | |
| RTC | 0.26 | | RTC | 0.03 | | RTC | 0.34 | | RTC | 0.46 | | |
| Addl ICU | -0.23 | | Addl ICU | -0.01 | | Addl ICU | -0.26 | | Addl ICU | -0.44 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 255 | 1445 | 850 | 453 | 1247 | Total Saturation |
| 68 | 127 | 2 | 71 | 503 | 196 | 25 | 9 | 51 | 1 | 32 | 88 | Volume |
| 0.08 | 0.07 | 0.00 | 0.08 | 0.30 | 0.23 | 0.03 | 0.04 | 0.04 | 0.00 | 0.07 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.30 | V/C | | 0.03 | V/C | | 0.07 | 0.476 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.29 | RTOG | | 0.30 | RTOG | | 0.10 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.03 | RTOR | | 0.08 | RTOR | | 0.30 | |
| RTC | | 0.34 | RTC | | 0.32 | RTC | | 0.16 | RTC | | 0.30 | |
| Addl ICU | | -0.34 | Addl ICU | | -0.09 | Addl ICU | | -0.12 | Addl ICU | | -0.23 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.53 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 131 | 54 | 84 | 293 | 363 | 455 | 126 | 1961 | 270 | 175 | 2021 | 90 | Volume |
| 0.04 | 0.02 | 0.05 | 0.17 | 0.11 | 0.00 | 0.04 | 0.38 | 0.16 | 0.05 | 0.40 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.11 | V/C | | 0.38 | V/C | | 0.05 | 0.581 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.03 | RTOG | | 0.11 | RTOG | | 0.38 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.13 | |
| RTC | | 0.01 | RTC | | 0.14 | RTC | | 0.41 | RTC | | 0.50 | |
| Addl ICU | | 0.04 | Addl ICU | | -0.14 | Addl ICU | | -0.25 | Addl ICU | | -0.44 | |
| | | 0.04 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.67 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3138 | 262 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3254 | 146 | Total Saturation |
| 162 | 60 | 5 | 33 | 361 | 964 | 560 | 447 | 563 | 25 | 603 | 27 | Volume |
| 0.05 | 0.02 | 0.02 | 0.02 | 0.11 | 0.57 | 0.16 | 0.13 | 0.33 | 0.01 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.11 | | V/C | 0.16 | | V/C | 0.19 | | 0.504 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.13 | | RTOG | 0.11 | | RTOG | 0.34 | | RTOG | 0.19 | | Right Turn Adjustment |
| RTOR | 0.22 | | RTOR | 0.16 | | RTOR | 0.05 | | RTOR | 0.13 | | |
| RTC | 0.30 | | RTC | 0.23 | | RTC | 0.37 | | RTC | 0.29 | | |
| Addl ICU | -0.28 | | Addl ICU | 0.34 | | Addl ICU | -0.04 | | Addl ICU | -0.10 | | |
| | 0.00 | | | 0.34 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.89 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 319 | 0 | 161 | 64 | 974 | 0 | 0 | 1251 | 163 | Volume |
| 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.09 | 0.04 | 0.29 | 0.00 | 0.00 | 0.37 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.09 | V/C | | 0.04 | V/C | | 0.37 | 0.499 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.09 | RTOG | | 0.09 | RTOG | | 0.41 | RTOG | | 0.37 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.04 | RTOR | | 0.09 | RTOR | | 0.09 | |
| RTC | | 0.00 | RTC | | 0.12 | RTC | | 0.48 | RTC | | 0.44 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.03 | Addl ICU | | -0.48 | Addl ICU | | -0.34 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.55 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 136 | 0 | 60 | 0 | 0 | 0 | 0 | 2708 | 252 | 136 | 2225 | 0 | Volume |
| 0.08 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.53 | 0.15 | 0.08 | 0.44 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.08 | V/C | | 0.00 | V/C | | 0.53 | V/C | | 0.08 | 0.691 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | -0.08 | RTOG | | 0.53 | RTOG | | 0.61 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.17 | RTOR | | 0.08 | RTOR | | 0.08 | |
| RTC | | 0.14 | RTC | | 0.05 | RTC | | 0.59 | RTC | | 0.67 | |
| Addl ICU | | -0.10 | Addl ICU | | -0.05 | Addl ICU | | -0.44 | Addl ICU | | -0.67 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.74 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 130 | 345 | 96 | 290 | 519 | 387 | 192 | 487 | 97 | 161 | 1085 | 336 | Volume |
| 0.08 | 0.10 | 0.06 | 0.09 | 0.15 | 0.23 | 0.06 | 0.14 | 0.06 | 0.05 | 0.32 | 0.20 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.08 | | V/C | 0.15 | | V/C | 0.06 | | V/C | 0.32 | | 0.605 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.14 | | RTOG | 0.15 | | RTOG | 0.33 | | RTOG | 0.32 | | Right Turn Adjustment |
| RTOR | 0.23 | | RTOR | 0.06 | | RTOR | 0.08 | | RTOR | 0.13 | | |
| RTC | 0.32 | | RTC | 0.20 | | RTC | 0.39 | | RTC | 0.41 | | |
| Addl ICU | -0.26 | | Addl ICU | 0.03 | | Addl ICU | -0.33 | | Addl ICU | -0.22 | | |
| | 0.00 | | | 0.03 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.69 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 577 | 447 | 206 | 112 | 326 | 306 | 251 | 1082 | 337 | 177 | 1453 | 131 | Volume |
| 0.17 | 0.13 | 0.12 | 0.07 | 0.10 | 0.18 | 0.07 | 0.21 | 0.00 | 0.05 | 0.28 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.17 | | V/C | 0.10 | | V/C | 0.07 | | V/C | 0.28 | | 0.624 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.20 | | RTOG | 0.10 | | RTOG | 0.31 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.15 | | RTOR | 0.07 | | RTOR | 0.17 | | RTOR | 0.13 | | |
| RTC | 0.31 | | RTC | 0.15 | | RTC | 0.43 | | RTC | 0.39 | | |
| Addl ICU | -0.19 | | Addl ICU | 0.03 | | Addl ICU | -0.43 | | Addl ICU | -0.31 | | |
| | 0.00 | | | 0.03 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 1700 | 6968 | 1532 | 3400 | 1700 | 3400 | 3400 | 2550 | 850 | Total Saturation |
| 972 | 2958 | 36 | 26 | 3024 | 665 | 215 | 14 | 320 | 5 | 12 | 4 | Volume |
| 0.29 | 0.44 | 0.02 | 0.02 | 0.43 | 0.43 | 0.06 | 0.01 | 0.09 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.29 | V/C | | 0.43 | V/C | | 0.06 | V/C | | 0.00 | 0.788 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.70 | RTOG | | 0.43 | RTOG | | 0.07 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.06 | RTOR | | 0.29 | RTOR | | 0.28 | |
| RTC | | 0.75 | RTC | | 0.48 | RTC | | 0.28 | RTC | | 0.22 | |
| Addl ICU | | -0.73 | Addl ICU | | -0.05 | Addl ICU | | -0.19 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.84 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 317 | 1383 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 408 | 11 | 48 | 40 | 96 | 329 | 11 | 514 | 137 | 26 | 814 | 0 | Volume |
| 0.12 | 0.03 | 0.03 | 0.02 | 0.06 | 0.19 | 0.01 | 0.15 | 0.08 | 0.02 | 0.24 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.12 | V/C | | 0.06 | V/C | | 0.01 | V/C | | 0.24 | 0.422 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.06 | RTOG | | 0.23 | RTOG | | 0.24 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.01 | RTOR | | 0.12 | RTOR | | 0.14 | |
| RTC | | 0.22 | RTC | | 0.06 | RTC | | 0.32 | RTC | | 0.35 | |
| Addl ICU | | -0.19 | Addl ICU | | 0.13 | Addl ICU | | -0.24 | Addl ICU | | -0.35 | |
| | | 0.00 | | | 0.13 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.60 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 47 | 42 | 127 | 423 | 68 | 161 | 87 | 2267 | 34 | 102 | 2069 | 215 | Volume |
| 0.03 | 0.02 | 0.07 | 0.12 | 0.04 | 0.09 | 0.05 | 0.44 | 0.02 | 0.06 | 0.41 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.12 | V/C | | 0.44 | V/C | | 0.06 | 0.654 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.12 | RTOG | | 0.44 | RTOG | | 0.45 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.10 | RTOR | | 0.11 | RTOR | | 0.12 | |
| RTC | | 0.07 | RTC | | 0.20 | RTC | | 0.53 | RTC | | 0.55 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.10 | Addl ICU | | -0.51 | Addl ICU | | -0.42 | |
| | | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.71 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2562 | 838 | 1700 | 3351 | 49 | 1700 | 324 | 1376 | 1700 | 1336 | 364 | Total Saturation |
| 17 | 165 | 54 | 2 | 614 | 9 | 12 | 16 | 68 | 167 | 11 | 3 | Volume |
| 0.01 | 0.06 | 0.06 | 0.00 | 0.18 | 0.18 | 0.01 | 0.05 | 0.05 | 0.10 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.18 | V/C | | 0.05 | V/C | | 0.10 | 0.341 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.18 | RTOG | | 0.05 | RTOG | | 0.14 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.14 | RTOR | | 0.01 | RTOR | | 0.13 | |
| RTC | | 0.27 | RTC | | 0.29 | RTC | | 0.06 | RTC | | 0.24 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.10 | Addl ICU | | -0.01 | Addl ICU | | -0.23 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.39 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 0 | 850 | 1700 | 850 | Total Saturation |
| 27 | 243 | 144 | 1 | 907 | 52 | 8 | 38 | 0 | 287 | 106 | 2 | Volume |
| 0.03 | 0.14 | 0.17 | 0.00 | 0.53 | 0.06 | 0.01 | 0.02 | 0.00 | 0.34 | 0.06 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.53 | V/C | | 0.02 | V/C | | 0.34 | 0.925 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.56 | RTOG | | 0.53 | RTOG | | 0.02 | RTOG | | 0.35 | Right Turn Adjustment |
| RTOR | | 0.34 | RTOR | | 0.30 | RTOR | | 0.03 | RTOR | | 0.42 | |
| RTC | | 0.82 | RTC | | 0.76 | RTC | | 0.05 | RTC | | 0.67 | |
| Addl ICU | | -0.65 | Addl ICU | | -0.70 | Addl ICU | | -0.05 | Addl ICU | | -0.67 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.98 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2843 | 557 | 1700 | 2561 | 839 | 1700 | 213 | 1488 | 1700 | 1381 | 319 | Total Saturation |
| 13 | 143 | 28 | 2 | 586 | 192 | 17 | 6 | 42 | 57 | 26 | 6 | Volume |
| 0.01 | 0.05 | 0.05 | 0.00 | 0.23 | 0.23 | 0.01 | 0.03 | 0.03 | 0.03 | 0.02 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.23 | V/C | | 0.03 | V/C | | 0.03 | 0.298 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.23 | RTOG | | 0.03 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.04 | RTOR | | 0.01 | RTOR | | 0.19 | |
| RTC | | 0.26 | RTC | | 0.26 | RTC | | 0.03 | RTC | | 0.19 | |
| Addl ICU | | -0.21 | Addl ICU | | -0.03 | Addl ICU | | -0.01 | Addl ICU | | -0.17 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.35 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 604 | 1096 | 850 | 1693 | 7 | 850 | 1693 | 7 | 850 | 1675 | 25 | Total Saturation |
| 1 | 16 | 29 | 22 | 231 | 1 | 1 | 246 | 1 | 31 | 464 | 7 | Volume |
| 0.00 | 0.03 | 0.03 | 0.03 | 0.14 | 0.14 | 0.00 | 0.15 | 0.15 | 0.04 | 0.28 | 0.28 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.14 | V/C | | 0.00 | V/C | | 0.28 | 0.416 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.14 | RTOG | | 0.24 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.13 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.11 | |
| RTC | | 0.21 | RTC | | 0.14 | RTC | | 0.24 | RTC | | 0.36 | |
| Addl ICU | | -0.19 | Addl ICU | | 0.00 | Addl ICU | | -0.10 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.47 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 65 | 0 | 65 | 0 | 0 | 0 | 0 | 2273 | 66 | 64 | 2208 | 0 | Volume |
| 0.04 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.45 | 0.04 | 0.04 | 0.43 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.45 | V/C | | 0.04 | 0.522 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | -0.04 | RTOG | | 0.45 | RTOG | | 0.48 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.05 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.07 | RTC | | 0.00 | RTC | | 0.47 | RTC | | 0.51 | |
| Addl ICU | | -0.03 | Addl ICU | | 0.00 | Addl ICU | | -0.44 | Addl ICU | | -0.51 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.57 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 8 | 36 | 0 | 0 | 109 | 150 | 14 | 0 | 20 | 0 | 0 | 0 | Volume |
| 0.00 | 0.02 | 0.00 | 0.00 | 0.06 | 0.09 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.01 | V/C | | 0.00 | 0.077 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.06 | RTOG | | 0.01 | RTOG | | -0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.05 | |
| RTC | | 0.08 | RTC | | 0.07 | RTC | | 0.01 | RTC | | 0.03 | |
| Addl ICU | | -0.08 | Addl ICU | | 0.02 | Addl ICU | | 0.00 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.02 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.15 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 30 | 1670 | 0 | 0 | 1636 | 64 | Total Saturation |
| 0 | 0 | 0 | 38 | 0 | 41 | 5 | 282 | 0 | 0 | 409 | 16 | Volume |
| 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.05 | 0.17 | 0.17 | 0.00 | 0.00 | 0.25 | 0.25 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.04 | V/C | | 0.17 | V/C | | 0.25 | 0.464 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.04 | RTOG | | 0.04 | RTOG | | 0.42 | RTOG | | 0.25 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.17 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.14 | RTC | | 0.17 | RTC | | 0.45 | RTC | | 0.28 | |
| Addl ICU | | -0.14 | Addl ICU | | -0.12 | Addl ICU | | -0.45 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.51 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1687 | 13 | Total Saturation |
| 0 | 0 | 0 | 7 | 0 | 3 | 13 | 331 | 0 | 0 | 386 | 3 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.19 | 0.00 | 0.00 | 0.23 | 0.23 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.01 | V/C | | 0.23 | 0.245 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.01 | RTOG | | 0.24 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.02 | RTC | | 0.01 | RTC | | 0.24 | RTC | | 0.24 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.01 | Addl ICU | | -0.24 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 58 | 8 | 74 | 187 | 33 | 145 | 37 | 2755 | 64 | 54 | 2230 | 31 | Volume |
| 0.03 | 0.00 | 0.04 | 0.11 | 0.02 | 0.09 | 0.02 | 0.54 | 0.04 | 0.03 | 0.44 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.11 | V/C | | 0.54 | V/C | | 0.03 | 0.687 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.08 | RTOG | | 0.54 | RTOG | | 0.55 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.13 | RTOR | | 0.10 | RTOR | | 0.11 | |
| RTC | | 0.03 | RTC | | 0.18 | RTC | | 0.61 | RTC | | 0.63 | |
| Addl ICU | | 0.02 | Addl ICU | | -0.10 | Addl ICU | | -0.57 | Addl ICU | | -0.61 | |
| | | 0.02 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.75 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1442 | 258 | 1700 | 1606 | 94 | 1700 | 1477 | 223 | 1700 | 1328 | 372 | Total Saturation |
| 22 | 123 | 22 | 78 | 119 | 7 | 23 | 271 | 41 | 10 | 360 | 101 | Volume |
| 0.01 | 0.09 | 0.09 | 0.05 | 0.07 | 0.07 | 0.01 | 0.18 | 0.18 | 0.01 | 0.27 | 0.27 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.09 | V/C | | 0.05 | V/C | | 0.01 | V/C | | 0.27 | 0.416 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.12 | RTOG | | 0.28 | RTOG | | 0.27 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.01 | RTOR | | 0.06 | RTOR | | 0.05 | |
| RTC | | 0.16 | RTC | | 0.13 | RTC | | 0.32 | RTC | | 0.31 | |
| Addl ICU | | -0.08 | Addl ICU | | -0.05 | Addl ICU | | -0.14 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.47 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1031 | 669 | 1700 | 1700 | 1700 | 1700 | 3255 | 145 | 1700 | 3400 | 1700 | Total Saturation |
| 102 | 37 | 24 | 127 | 58 | 562 | 148 | 830 | 37 | 12 | 1059 | 42 | Volume |
| 0.06 | 0.04 | 0.04 | 0.07 | 0.03 | 0.33 | 0.09 | 0.26 | 0.26 | 0.01 | 0.31 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.04 | | V/C | 0.07 | | V/C | 0.09 | | V/C | 0.31 | | 0.509 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | 0.05 | | RTOG | 0.39 | | RTOG | 0.31 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.09 | | RTOR | 0.08 | | RTOR | 0.07 | | |
| RTC | 0.14 | | RTC | 0.12 | | RTC | 0.45 | | RTC | 0.37 | | |
| Addl ICU | -0.11 | | Addl ICU | 0.21 | | Addl ICU | -0.19 | | Addl ICU | -0.34 | | |
| | 0.00 | | | 0.21 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.77 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 655 | 1045 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 98 | 18 | 209 | 156 | 32 | 51 | 28 | 2760 | 297 | 167 | 2187 | 51 | Volume |
| 0.06 | 0.01 | 0.12 | 0.09 | 0.05 | 0.05 | 0.02 | 0.54 | 0.17 | 0.05 | 0.43 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.01 | | V/C | 0.09 | | V/C | 0.54 | | V/C | 0.05 | | 0.693 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.01 | | RTOG | 0.04 | | RTOG | 0.54 | | RTOG | 0.57 | | Right Turn Adjustment |
| RTOR | 0.05 | | RTOR | 0.16 | | RTOR | 0.05 | | RTOR | 0.09 | | |
| RTC | 0.05 | | RTC | 0.17 | | RTC | 0.58 | | RTC | 0.64 | | |
| Addl ICU | 0.08 | | Addl ICU | -0.12 | | Addl ICU | -0.41 | | Addl ICU | -0.61 | | |
| | 0.08 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.82 |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2035 – WITH PROJECT
2012 MODIFIED PROJECT OPTION 2
PM PEAK HOUR**

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Impact Analysis Report
 Level Of Service

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|------|-------------|---------|--------|-------------|---------|--------------|
| | LOS | Del/ Veh | V/ C | LOS | Del/ Veh | V/ C | |
| # 1 "B" St & Driveway 1 | A | 9.6 | 0.005 | A | 9.6 | 0.005 | + 0.000 D/V |
| # 2 "B" St & Driveway 2 | A | 10.0 | 0.024 | A | 10.0 | 0.024 | + 0.000 D/V |
| # 3 Driveway 3 & "LQ" St | A | 9.9 | 0.028 | A | 9.9 | 0.028 | + 0.000 D/V |
| # 4 Driveway 4 & "LQ" St | B | 13.6 | 0.020 | B | 13.6 | 0.020 | + 0.000 D/V |
| # 5 "LQ" St & Driveway 5 | A | 9.9 | 0.038 | A | 9.9 | 0.038 | + 0.000 D/V |
| # 6 "LQ" St & Driveway 6 | B | 14.8 | 0.140 | B | 14.8 | 0.140 | + 0.000 D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 D/V |
| #282 Jeffrey Rd & Portola Pkwy | B | xxxxxx | 0.657 | B | xxxxxx | 0.657 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxxx | 0.919 | E | xxxxxx | 0.919 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | C | xxxxxx | 0.755 | C | xxxxxx | 0.755 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | D | xxxxxx | 0.881 | D | xxxxxx | 0.881 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx | 0.598 | A | xxxxxx | 0.598 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | C | xxxxxx | 0.793 | C | xxxxxx | 0.793 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | E | xxxxxx | 0.909 | E | xxxxxx | 0.909 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | C | 33.3 | 0.963 | C | 33.3 | 0.963 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 18.7 | 0.865 | B | 18.7 | 0.865 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxxx | 1.145 | F | xxxxxx | 1.145 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | A | 8.3 | 0.605 | A | 8.3 | 0.605 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 11.9 | 0.794 | B | 11.9 | 0.794 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | F | xxxxxx | 1.012 | F | xxxxxx | 1.012 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | B | xxxxxx | 0.697 | B | xxxxxx | 0.697 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx | 0.594 | A | xxxxxx | 0.594 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | C | xxxxxx | 0.799 | C | xxxxxx | 0.799 | + 0.000 V/C |

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| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|-------------|-----------|-------|-------------|-----------|-------|--------------|
| | Del/ LOS | V/ Veh | C | Del/ LOS | V/ Veh | C | |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | A | 6.8 | 0.616 | A | 6.8 | 0.616 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 24.8 | 0.900 | C | 24.8 | 0.900 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | E | xxxxxx | 0.931 | E | xxxxxx | 0.931 | + 0.000 V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 13.6 | 0.544 | B | 13.6 | 0.544 | + 0.000 D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | C | 20.6 | 0.602 | C | 20.6 | 0.602 | + 0.000 D/V |
| #556 Ridge Valley & Portola Pkwy | C | xxxxxx | 0.715 | C | xxxxxx | 0.715 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 2.8 | 0.261 | A | 2.8 | 0.261 | + 0.000 V/C |
| #558 "O" St & Irvine Blvd | D | xxxxxx | 0.833 | D | xxxxxx | 0.833 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | C | xxxxxx | 0.709 | C | xxxxxx | 0.709 | + 0.000 V/C |
| #560 "O" St & Marine Wy | C | xxxxxx | 0.721 | C | xxxxxx | 0.721 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | C | xxxxxx | 0.764 | C | xxxxxx | 0.764 | + 0.000 V/C |
| #566 Marine Wy & Barranca Pkwy | B | xxxxxx | 0.651 | B | xxxxxx | 0.651 | + 0.000 V/C |
| #567 Marine Wy & Alton Pkwy | B | xxxxxx | 0.644 | B | xxxxxx | 0.644 | + 0.000 V/C |
| #569 Bake Pkwy & Marine Wy | D | xxxxxx | 0.832 | D | xxxxxx | 0.832 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | A | xxxxxx | 0.525 | A | xxxxxx | 0.525 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | D | xxxxxx | 0.816 | D | xxxxxx | 0.816 | + 0.000 V/C |
| #603 "O" St & "LN" St | A | xxxxxx | 0.323 | A | xxxxxx | 0.323 | + 0.000 V/C |
| #605 "O" St & "LQ" St | A | 3.1 | 0.420 | A | 3.1 | 0.420 | + 0.000 V/C |
| #608 "O" St & "LV" St | A | xxxxxx | 0.370 | A | xxxxxx | 0.370 | + 0.000 V/C |
| #626 "LY" St & "LQ" St | A | 4.8 | 0.384 | A | 4.8 | 0.384 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | B | xxxxxx | 0.633 | B | xxxxxx | 0.633 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A | 10.0 | 0.103 | A | 10.0 | 0.103 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A | 4.4 | 0.373 | A | 4.4 | 0.373 | + 0.000 V/C |
| #787 "Z" St & "LQ" St | B | 13.4 | 0.025 | B | 13.4 | 0.025 | + 0.000 D/V |
| #790 "Z" St & Irvine Blvd | C | xxxxxx | 0.795 | C | xxxxxx | 0.795 | + 0.000 V/C |

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| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #798 "B" St & "LQ" St | A xxxxx | 0.412 | A xxxxx | 0.412 | + 0.000 V/C |
| #799 "B" St & Marine Wy | D xxxxx | 0.827 | D xxxxx | 0.827 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D xxxxx | 0.810 | D xxxxx | 0.810 | + 0.000 V/C |

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Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

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Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 260 | 2 | 0 | 215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 9.6 | | | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=4]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=481]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 260 | 2 | 0 | 215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| Major Street Volume: | 477 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 4 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 417 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

 Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|----|---|----|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 158 | 6 | 24 | 215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 21 | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 10.0 | | | | | | | | |

 Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=32]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=435]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|----|-----|------------|---|---|------------|---|---|----|---|----|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 158 | 6 | | 24 | 215 | 0 | | 0 | 0 | 0 | 0 | 11 | 0 | 21 | | | |
| Major Street Volume: | 403 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 32 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 598 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | | 10 | 370 | 0 | | | 0 | 290 | | | 3 |
| ApproachDel: | xxxxxx | | | | 9.9 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=21]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=694]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|-----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | | 10 | 370 | 0 | | | 0 | 290 | 3 | | |
| Major Street Volume: | | | | | | | | | | | 673 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 21 | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | 421 | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Lanes, Final Volume, and Approach Del.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=716]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=19]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=716]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------------------|-------------|---|---|-------------|---|---|--------------|-----|---|--------------|-----|----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 2 | 3 | 3 | 7 | 5 | 7 | 10 | 370 | 4 | 5 | 290 | 10 |
| Major Street Volume: | 689 | | | | | | | | | | | |
| Minor Approach Volume: | 19 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 413 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 370 | 0 | 0 | 285 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.9 | | | xxxxxx | | | | | | | |

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=29]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=684]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|---|---|-----|------------|---|-----|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 370 | | 0 | 0 | | 285 | | 0 | 0 | | 0 | | 29 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | | | | | | | 655 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 29 | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | 332 | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

 Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 14 | 294 | 4 | 0 | 285 | 24 | 55 | 9 | 9 | 2 | 6 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 14.8 | | | 14.3 | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=73]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=702]

FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=8]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=702]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|----|------------|---|---|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 14 | 294 | 4 | 0 | 285 | 24 | 55 | 9 | 9 | 2 | 6 | 0 | | | | | | |
| Major Street Volume: | | | | | | | 621 | | | | | | | | | | | |
| Minor Approach Volume: | | | | | | | 73 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | 579 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
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 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 294 | 0 | 0 | 283 | 48 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 294 | 0 | 0 | 0 | 0 | 283 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | | | | | 625 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 0 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 447 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

 Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|-----|---|--------------|-----|----|------------|---|----|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 68 | 175 | 0 | 0 | 136 | 16 | 31 | 0 | 95 | 0 | 0 | 0 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 10.0 | | | xxxxxx | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=126]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=521]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|----|------------|---|----|---|------------|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| FinalVolume: | 68 | 175 | 0 | 0 | 0 | 0 | 136 | 16 | 31 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | | | | | 395 | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 126 | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 774 | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
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 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 31 | 398 | 0 | 0 | 0 | 0 | 324 | 2 | 0 | 0 |
| ApproachDel: | xxxxxx | | | | 13.4 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=3]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=758]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
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 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------------------|-------------|---|---|-------------|---|---|--------------|-----|---|--------------|-----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 0 | 2 | 0 | 1 | 31 | 398 | 0 | 0 | 324 | 2 |
| Major Street Volume: | 755 | | | | | | | | | | | |
| Minor Approach Volume: | 3 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 382 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.6]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0-1).

Volume Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Critical Gap, FollowUpTim.

Capacity Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for 2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: A[10.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 0 1 0, etc.)

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 3 rows of data.

Critical Gap Module: Table with 12 columns for gap components (Critical Gp, FollowUpTim) and 3 rows of data.

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 3 rows of data.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 3 rows of data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 6 rows of volume data.

Critical Gap Module table with 12 columns and 2 rows of critical gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity and volume data.

Level of Service Module table with 12 columns and 6 rows of level of service and delay data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[13.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustment factors like Growth Adj, Initial Bse, User Adj, PHF Adj, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns showing critical gap and follow-up time values.

Capacity Module table with 12 columns showing conflict volume, potential capacity, move capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.9]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 1 0 0).

Volume Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Critical Gap, FollowUpTim.

Capacity Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for 2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[14.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for critical gap and follow-up time components and 4 columns for North, South, East, West bounds.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for North, South, East, West bounds.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 1 0 0, etc.)

Volume Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) and 12 rows of volume data (Base Vol, Growth Adj, etc.)

Critical Gap Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) and 3 rows of gap data (Critical Gp, FollowUpTim)

Capacity Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) and 4 rows of capacity data (Cnflct Vol, Potent Cap., etc.)

Level of Service Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) and 8 rows of LOS data (2Way95thQ, Control Del, etc.)

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.657
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 740 | 31 | 74 | 128 | 67 | 41 | 131 | 1219 | 437 | 315 | 867 | 31 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 740 | 31 | 74 | 128 | 67 | 41 | 131 | 1219 | 437 | 315 | 867 | 31 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 740 | 31 | 0 | 128 | 67 | 41 | 131 | 1219 | 437 | 315 | 867 | 31 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 740 | 31 | 0 | 128 | 67 | 41 | 131 | 1219 | 437 | 315 | 867 | 31 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 740 | 31 | 0 | 128 | 67 | 41 | 131 | 1219 | 437 | 315 | 867 | 31 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.90 | 0.10 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 4924 | 176 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.22 | 0.02 | 0.00 | 0.08 | 0.04 | 0.02 | 0.08 | 0.24 | 0.26 | 0.09 | 0.18 | 0.18 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |

IUSD High School #5 TIA
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 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.919 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 99 | Level Of Service: | E |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 434 | 805 | 433 | 239 | 433 | 159 | 101 | 1558 | 277 | 303 | 2078 | 376 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 434 | 805 | 433 | 239 | 433 | 159 | 101 | 1558 | 277 | 303 | 2078 | 376 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 434 | 805 | 0 | 239 | 433 | 159 | 101 | 1558 | 277 | 303 | 2078 | 376 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 434 | 805 | 0 | 239 | 433 | 159 | 101 | 1558 | 277 | 303 | 2078 | 376 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 434 | 805 | 0 | 239 | 433 | 159 | 101 | 1558 | 277 | 303 | 2078 | 376 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.55 | 0.45 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4330 | 770 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.16 | 0.00 | 0.07 | 0.08 | 0.09 | 0.03 | 0.36 | 0.36 | 0.09 | 0.61 | 0.22 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.755 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 44 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | |
| Rights: | Include | | | Include | | | Include | | | WideBypass | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 391 | 1284 | 428 | 72 | 696 | 253 | 256 | 265 | 255 | 223 | 239 | 97 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 391 | 1284 | 428 | 72 | 696 | 253 | 256 | 265 | 255 | 223 | 239 | 97 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 391 | 1284 | 428 | 72 | 696 | 253 | 256 | 265 | 255 | 223 | 239 | 97 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 391 | 1284 | 428 | 72 | 696 | 253 | 256 | 265 | 255 | 223 | 239 | 97 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 391 | 1284 | 428 | 72 | 696 | 253 | 256 | 265 | 255 | 223 | 239 | 97 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.25 | 0.75 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.71 | 0.29 |
| Final Sat.: | 3400 | 3825 | 1275 | 3400 | 5100 | 1700 | 1700 | 1700 | 1700 | 3400 | 1209 | 491 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.12 | 0.34 | 0.34 | 0.02 | 0.14 | 0.15 | 0.15 | 0.16 | 0.15 | 0.07 | 0.20 | 0.20 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.881
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 77 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 4 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 240 | 1943 | 506 | 101 | 952 | 156 | 396 | 722 | 166 | 255 | 695 | 276 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 240 | 1943 | 506 | 101 | 952 | 156 | 396 | 722 | 166 | 255 | 695 | 276 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 240 | 1943 | 506 | 101 | 952 | 156 | 396 | 722 | 166 | 255 | 695 | 276 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 240 | 1943 | 506 | 101 | 952 | 156 | 396 | 722 | 166 | 255 | 695 | 276 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 240 | 1943 | 506 | 101 | 952 | 156 | 396 | 722 | 166 | 255 | 695 | 276 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.38 | 0.62 | 2.00 | 4.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 4046 | 1054 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.48 | 0.48 | 0.03 | 0.14 | 0.09 | 0.12 | 0.21 | 0.10 | 0.08 | 0.20 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.598
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 804 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 281 | 247 | 726 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 804 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 281 | 247 | 726 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 804 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 0 | 247 | 726 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 804 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 0 | 247 | 726 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 804 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 0 | 247 | 726 | 0 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.24 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.07 | 0.21 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 51 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 529 | 873 | 529 | 113 | 485 | 200 | 196 | 1297 | 189 | 478 | 1975 | 515 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 529 | 873 | 529 | 113 | 485 | 200 | 196 | 1297 | 189 | 478 | 1975 | 515 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 529 | 873 | 529 | 113 | 485 | 200 | 196 | 1297 | 189 | 478 | 1975 | 515 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 529 | 873 | 529 | 113 | 485 | 200 | 196 | 1297 | 189 | 478 | 1975 | 515 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 529 | 873 | 529 | 113 | 485 | 200 | 196 | 1297 | 189 | 478 | 1975 | 515 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.16 | 0.17 | 0.16 | 0.03 | 0.14 | 0.12 | 0.06 | 0.19 | 0.11 | 0.14 | 0.39 | 0.30 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.909
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 92 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 716 | 2123 | 468 | 387 | 758 | 169 | 217 | 631 | 251 | 413 | 516 | 451 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 716 | 2123 | 468 | 387 | 758 | 169 | 217 | 631 | 251 | 413 | 516 | 451 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 716 | 2123 | 0 | 387 | 758 | 169 | 217 | 631 | 0 | 413 | 516 | 451 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 716 | 2123 | 0 | 387 | 758 | 169 | 217 | 631 | 0 | 413 | 516 | 451 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 716 | 2123 | 0 | 387 | 758 | 169 | 217 | 631 | 0 | 413 | 516 | 451 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.21 | 0.42 | 0.00 | 0.11 | 0.15 | 0.10 | 0.06 | 0.12 | 0.00 | 0.12 | 0.15 | 0.27 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.963
Loss Time (sec): 0 Average Delay (sec/veh): 33.3
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns for various adjustment factors (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume) and values for four approaches.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. and values for four approaches.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ and values for four approaches.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.865
Loss Time (sec): 0 Average Delay (sec/veh): 18.7
Optimal Cycle: 169 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.145
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns representing different volume and adjustment factors.

Saturation Flow Module table with 13 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns representing capacity and critical moves.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 0 Average Delay (sec/veh): 8.3
Optimal Cycle: 58 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 0 Average Delay (sec/veh): 11.9
Optimal Cycle: 111 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.012
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 1 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 693 | 1361 | 209 | 292 | 711 | 1002 | 851 | 1148 | 326 | 150 | 1908 | 409 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 693 | 1361 | 209 | 292 | 711 | 1002 | 851 | 1148 | 326 | 150 | 1908 | 409 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 693 | 1361 | 0 | 292 | 711 | 0 | 851 | 1148 | 326 | 150 | 1908 | 409 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 693 | 1361 | 0 | 292 | 711 | 0 | 851 | 1148 | 326 | 150 | 1908 | 409 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 693 | 1361 | 0 | 292 | 711 | 0 | 851 | 1148 | 326 | 150 | 1908 | 409 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.13 | 2.87 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3619 | 4881 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.20 | 0.27 | 0.00 | 0.09 | 0.14 | 0.00 | 0.24 | 0.24 | 0.19 | 0.04 | 0.37 | 0.24 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume categories and 12 rows of adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 2 rows of capacity analysis data.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 0 Average Delay (sec/veh): 6.8
Optimal Cycle: 59 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 0 Average Delay (sec/veh): 24.8
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.931 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 109 | Level Of Service: | E |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 10 | 3587 | 98 | 115 | 1867 | 11 | 46 | 3 | 26 | 53 | 1 | 108 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 3587 | 98 | 115 | 1867 | 11 | 46 | 3 | 26 | 53 | 1 | 108 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 10 | 3587 | 98 | 115 | 1867 | 11 | 46 | 3 | 26 | 53 | 1 | 108 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 10 | 3587 | 98 | 115 | 1867 | 11 | 46 | 3 | 26 | 53 | 1 | 108 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 10 | 3587 | 98 | 115 | 1867 | 11 | 46 | 3 | 26 | 53 | 1 | 108 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.92 | 0.08 | 1.00 | 3.00 | 1.00 | 1.00 | 0.10 | 0.90 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 4964 | 136 | 1700 | 5100 | 1700 | 1700 | 176 | 1524 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.72 | 0.72 | 0.07 | 0.37 | 0.01 | 0.03 | 0.02 | 0.02 | 0.03 | 0.00 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 0 Average Delay (sec/veh): 13.6
Optimal Cycle: 50 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 0 Average Delay (sec/veh): 20.6
Optimal Cycle: 57 Level Of Service: C

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.715
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | WideBypass | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 177 | 102 | 289 | 26 | 64 | 18 | 9 | 1053 | 187 | 94 | 635 | 83 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 177 | 102 | 289 | 26 | 64 | 18 | 9 | 1053 | 187 | 94 | 635 | 83 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 177 | 102 | 289 | 26 | 64 | 18 | 9 | 1053 | 187 | 94 | 635 | 83 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 177 | 102 | 289 | 26 | 64 | 18 | 9 | 1053 | 187 | 94 | 635 | 83 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 177 | 102 | 289 | 26 | 64 | 18 | 9 | 1053 | 187 | 94 | 635 | 83 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.26 | 0.74 | 1.00 | 1.56 | 0.44 | 1.00 | 1.70 | 0.30 | 1.00 | 1.77 | 0.23 |
| Final Sat.: | 1700 | 443 | 1257 | 1700 | 2654 | 746 | 1700 | 2887 | 513 | 1700 | 3007 | 393 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.23 | 0.23 | 0.02 | 0.02 | 0.02 | 0.01 | 0.36 | 0.36 | 0.06 | 0.21 | 0.21 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 53 | 344 | 1 | 75 | 219 | 76 | 113 | 31 | 127 | 4 | 23 | 100 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 53 | 344 | 1 | 75 | 219 | 76 | 113 | 31 | 127 | 4 | 23 | 100 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 53 | 344 | 1 | 75 | 219 | 76 | 113 | 31 | 127 | 4 | 23 | 100 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 53 | 344 | 1 | 75 | 219 | 76 | 113 | 31 | 127 | 4 | 23 | 100 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 53 | 344 | 1 | 75 | 219 | 76 | 113 | 31 | 127 | 4 | 23 | 100 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|---|----|-----|----|-----|----|-----|---|----|-----|
| AutoPCE: | 53 | 344 | 1 | 75 | 219 | 76 | 113 | 31 | 127 | 4 | 23 | 100 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 53 | 344 | 1 | 75 | 219 | 76 | 113 | 31 | 127 | 4 | 23 | 100 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 219 | 80 | 298 | 510 |
| MaxVolume: | 2266 | 2366 | 1039 | 925 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2266 | 2366 | 1039 | 925 |
| ApproachVol: | 398 | 370 | 271 | 127 |
| ApproachV/C: | 0.18 | 0.16 | 0.26 | 0.14 |
| ApproachDel: | 1.9 | 1.8 | 4.7 | 4.5 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.6 | 0.6 | 1.0 | 0.5 |

IUSD High School #5 TIA
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.833
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 60 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 3 | 2 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 234 | 250 | 108 | 133 | 116 | 290 | 421 | 1676 | 173 | 109 | 2427 | 276 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 234 | 250 | 108 | 133 | 116 | 290 | 421 | 1676 | 173 | 109 | 2427 | 276 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 234 | 250 | 108 | 133 | 116 | 0 | 421 | 1676 | 173 | 109 | 2427 | 276 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 234 | 250 | 108 | 133 | 116 | 0 | 421 | 1676 | 173 | 109 | 2427 | 276 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 234 | 250 | 108 | 133 | 116 | 0 | 421 | 1676 | 173 | 109 | 2427 | 276 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.40 | 0.60 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 2374 | 1026 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.11 | 0.11 | 0.08 | 0.03 | 0.00 | 0.12 | 0.33 | 0.10 | 0.03 | 0.48 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: C

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.721 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 40 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 0 | 0 | 0 | 416 | 0 | 306 | 310 | 1031 | 0 | 0 | 1051 | 433 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 416 | 0 | 306 | 310 | 1031 | 0 | 0 | 1051 | 433 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 416 | 0 | 306 | 310 | 1031 | 0 | 0 | 1051 | 433 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 416 | 0 | 306 | 310 | 1031 | 0 | 0 | 1051 | 433 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 416 | 0 | 306 | 310 | 1031 | 0 | 0 | 1051 | 433 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.18 | 0.18 | 0.30 | 0.00 | 0.00 | 0.31 | 0.25 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.764
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 172 | 0 | 87 | 0 | 0 | 0 | 0 | 1981 | 120 | 96 | 3124 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 172 | 0 | 87 | 0 | 0 | 0 | 0 | 1981 | 120 | 96 | 3124 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 172 | 0 | 87 | 0 | 0 | 0 | 0 | 1981 | 120 | 96 | 3124 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 172 | 0 | 87 | 0 | 0 | 0 | 0 | 1981 | 120 | 96 | 3124 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 172 | 0 | 87 | 0 | 0 | 0 | 0 | 1981 | 120 | 96 | 3124 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.39 | 0.07 | 0.06 | 0.61 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.651 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 33 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 107 | 502 | 126 | 333 | 373 | 289 | 478 | 1093 | 135 | 97 | 703 | 366 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 107 | 502 | 126 | 333 | 373 | 289 | 478 | 1093 | 135 | 97 | 703 | 366 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 107 | 502 | 126 | 333 | 373 | 289 | 478 | 1093 | 135 | 97 | 703 | 366 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 107 | 502 | 126 | 333 | 373 | 289 | 478 | 1093 | 135 | 97 | 703 | 366 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 107 | 502 | 126 | 333 | 373 | 289 | 478 | 1093 | 135 | 97 | 703 | 366 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.15 | 0.07 | 0.10 | 0.11 | 0.17 | 0.14 | 0.32 | 0.08 | 0.03 | 0.21 | 0.22 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
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 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.644 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 32 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 464 | 429 | 227 | 122 | 445 | 241 | 276 | 1299 | 534 | 206 | 1029 | 103 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 464 | 429 | 227 | 122 | 445 | 241 | 276 | 1299 | 534 | 206 | 1029 | 103 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 464 | 429 | 227 | 122 | 445 | 241 | 276 | 1299 | 0 | 206 | 1029 | 103 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 464 | 429 | 227 | 122 | 445 | 241 | 276 | 1299 | 0 | 206 | 1029 | 103 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 464 | 429 | 227 | 122 | 445 | 241 | 276 | 1299 | 0 | 206 | 1029 | 103 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.14 | 0.13 | 0.13 | 0.07 | 0.13 | 0.14 | 0.08 | 0.25 | 0.00 | 0.06 | 0.20 | 0.06 |
| Crit Moves: | **** | | | | | **** | **** | | | **** | | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: D

Table with 4 main columns: North Bound, South Bound, East Bound, West Bound. Sub-columns: L, T, R. Rows: Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors. Rows: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors. Rows: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors. Rows: Vol/Sat, Crit Moves.

IUSD High School #5 TIA
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow related metrics like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics like Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.816
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

IUSD High School #5 TIA
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2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.323
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.1 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 719 | 259 | 1 | 492 | 22 | 29 | 100 | 28 | 162 | 54 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 719 | 259 | 1 | 492 | 22 | 29 | 100 | 28 | 162 | 54 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 719 | 259 | 1 | 492 | 22 | 29 | 100 | 28 | 162 | 54 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 719 | 259 | 1 | 492 | 22 | 29 | 100 | 28 | 162 | 54 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 719 | 259 | 1 | 492 | 22 | 29 | 100 | 28 | 162 | 54 | 2 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|-----|---|-----|----|----|-----|----|-----|----|---|
| AutoPCE: | 0 | 719 | 259 | 1 | 492 | 22 | 29 | 100 | 28 | 162 | 54 | 2 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 719 | 259 | 1 | 492 | 22 | 29 | 100 | 28 | 162 | 54 | 2 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 130 | 216 | 655 | 748 |
| MaxVolume: | 2330 | 2268 | 846 | 796 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2330 | 2268 | 846 | 796 |
| ApproachVol: | 978 | 515 | 157 | 218 |
| ApproachV/C: | 0.42 | 0.23 | 0.19 | 0.27 |
| ApproachDel: | 2.7 | 2.1 | 5.2 | 6.2 |
| ApproachLOS: | A | A | A | A |
| Queue: | 2.1 | 0.9 | 0.7 | 1.1 |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.370
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 19 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 28 | 595 | 76 | 14 | 505 | 79 | 115 | 25 | 69 | 100 | 12 | 12 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 28 | 595 | 76 | 14 | 505 | 79 | 115 | 25 | 69 | 100 | 12 | 12 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 28 | 595 | 76 | 14 | 505 | 79 | 115 | 25 | 69 | 100 | 12 | 12 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 28 | 595 | 76 | 14 | 505 | 79 | 115 | 25 | 69 | 100 | 12 | 12 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 28 | 595 | 76 | 14 | 505 | 79 | 115 | 25 | 69 | 100 | 12 | 12 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.77 | 0.23 | 1.00 | 1.73 | 0.27 | 1.00 | 0.27 | 0.73 | 1.00 | 0.50 | 0.50 |
| Final Sat.: | 1700 | 3015 | 385 | 1700 | 2940 | 460 | 1700 | 452 | 1248 | 1700 | 850 | 850 |

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Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.20 | 0.20 | 0.01 | 0.17 | 0.17 | 0.07 | 0.06 | 0.06 | 0.06 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 145 | 53 | 3 | 86 | 1 | 2 | 426 | 2 | 62 | 281 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 145 | 53 | 3 | 86 | 1 | 2 | 426 | 2 | 62 | 281 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 145 | 53 | 3 | 86 | 1 | 2 | 426 | 2 | 62 | 281 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 145 | 53 | 3 | 86 | 1 | 2 | 426 | 2 | 62 | 281 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 145 | 53 | 3 | 86 | 1 | 2 | 426 | 2 | 62 | 281 | 5 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|----|---|----|---|---|-----|---|----|-----|---|
| AutoPCE: | 1 | 145 | 53 | 3 | 86 | 1 | 2 | 426 | 2 | 62 | 281 | 5 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 145 | 53 | 3 | 86 | 1 | 2 | 426 | 2 | 62 | 281 | 5 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 431 | 344 | 151 | 148 |
| MaxVolume: | 967 | 1014 | 1118 | 1120 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 967 | 1014 | 1118 | 1120 |
| ApproachVol: | 199 | 90 | 430 | 348 |
| ApproachV/C: | 0.21 | 0.09 | 0.38 | 0.31 |
| ApproachDel: | 4.7 | 3.9 | 5.2 | 4.7 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.8 | 0.3 | 1.8 | 1.3 |

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.633 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 31 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 84 | 0 | 88 | 0 | 0 | 0 | 0 | 1866 | 59 | 92 | 2723 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 84 | 0 | 88 | 0 | 0 | 0 | 0 | 1866 | 59 | 92 | 2723 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 84 | 0 | 88 | 0 | 0 | 0 | 0 | 1866 | 59 | 92 | 2723 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 84 | 0 | 88 | 0 | 0 | 0 | 0 | 1866 | 59 | 92 | 2723 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 84 | 0 | 88 | 0 | 0 | 0 | 0 | 1866 | 59 | 92 | 2723 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.03 | 0.05 | 0.53 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: A[10.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustment factors for each approach.

Critical Gap Module table with 12 columns showing critical gap and follow-up time for each approach.

Capacity Module table with 12 columns showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns showing delay, LOS by movement, and shared queue/LOS values.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.4 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, and Lanes.

Volume Module:

Table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 12 columns representing different PCE components like AutoPCE, TruckPCE, ComboPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[13.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns for volume and growth factors across four directions.

Critical Gap Module table with 12 columns for critical gap and follow-up time.

Capacity Module table with 12 columns for conflict volume, potential capacity, and volume/capacity.

Level of Service Module table with 12 columns for delay, LOS, and approach delay.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.795 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 51 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 65 | 18 | 47 | 60 | 19 | 81 | 89 | 2083 | 58 | 95 | 3092 | 97 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 65 | 18 | 47 | 60 | 19 | 81 | 89 | 2083 | 58 | 95 | 3092 | 97 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 65 | 18 | 47 | 60 | 19 | 81 | 89 | 2083 | 58 | 95 | 3092 | 97 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 65 | 18 | 47 | 60 | 19 | 81 | 89 | 2083 | 58 | 95 | 3092 | 97 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 65 | 18 | 47 | 60 | 19 | 81 | 89 | 2083 | 58 | 95 | 3092 | 97 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.01 | 0.03 | 0.04 | 0.01 | 0.05 | 0.05 | 0.41 | 0.03 | 0.06 | 0.61 | 0.06 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes for "B" St and "LQ" St.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table showing Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

IUSD High School #5 TIA
Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 54 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1687 | 13 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 260 | 2 | 0 | 215 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | Volume |
| 0.00 | 0.15 | 0.15 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.15 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.154 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.15 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.03 | RTOR | | 0.00 | |
| RTC | | 0.15 | RTC | | 0.15 | RTC | | 0.02 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.15 | Addl ICU | | -0.02 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.21 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1638 | 62 | 1700 | 1700 | 0 | 0 | 0 | 0 | 850 | 0 | 850 | Total Saturation |
| 0 | 158 | 6 | 24 | 215 | 0 | 0 | 0 | 0 | 11 | 0 | 21 | Volume |
| 0.00 | 0.10 | 0.10 | 0.01 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.01 | 0.139 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.13 | RTOG | | -0.01 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.03 | |
| RTC | | 0.12 | RTC | | 0.14 | RTC | | -0.01 | RTC | | 0.04 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.14 | Addl ICU | | 0.01 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.19 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1683 | 17 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 21 | 10 | 370 | 0 | 0 | 290 | 3 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.22 | 0.00 | 0.00 | 0.17 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.22 | V/C | | 0.00 | 0.218 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.22 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.03 | RTC | | 0.22 | RTC | | 0.21 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.02 | Addl ICU | | -0.22 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1682 | 18 | 28 | 1616 | 56 | Total Saturation |
| 2 | 3 | 3 | 7 | 5 | 7 | 10 | 370 | 4 | 5 | 290 | 10 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.22 | 0.22 | 0.18 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.22 | V/C | | 0.18 | 0.408 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.01 | RTOG | | 0.22 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.22 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.13 | RTC | | 0.17 | RTC | | 0.23 | RTC | | 0.40 | |
| Addl ICU | | -0.13 | Addl ICU | | -0.17 | Addl ICU | | -0.01 | Addl ICU | | -0.22 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.46 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 370 | 0 | 0 | 285 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | Volume |
| 0.00 | 0.22 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.22 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.218 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.22 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.00 | |
| RTC | | 0.22 | RTC | | 0.22 | RTC | | 0.04 | RTC | | 0.00 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.22 | Addl ICU | | -0.02 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1677 | 23 | 0 | 1568 | 132 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 14 | 294 | 4 | 0 | 285 | 24 | 55 | 9 | 9 | 2 | 6 | 0 | Volume |
| 0.01 | 0.18 | 0.18 | 0.00 | 0.18 | 0.18 | 0.03 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.01 | V/C | | 0.18 | V/C | | 0.03 | V/C | | 0.00 | 0.222 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.18 | RTOG | | 0.03 | RTOG | | -0.03 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.21 | RTC | | 0.21 | RTC | | 0.04 | RTC | | -0.02 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.02 | Addl ICU | | -0.03 | Addl ICU | | 0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 294 | 0 | 0 | 283 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.17 | 0.00 | 0.00 | 0.17 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.17 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.173 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.17 | RTOG | | 0.17 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.17 | RTC | | 0.17 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.14 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.22 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 740 | 31 | 74 | 128 | 67 | 41 | 131 | 1219 | 437 | 315 | 867 | 31 | Volume |
| 0.22 | 0.02 | 0.00 | 0.08 | 0.04 | 0.02 | 0.08 | 0.24 | 0.26 | 0.09 | 0.17 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.22 | V/C | | 0.04 | V/C | | 0.24 | V/C | | 0.09 | 0.589 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.04 | RTOG | | 0.24 | RTOG | | 0.25 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.16 | RTOR | | 0.22 | RTOR | | 0.24 | |
| RTC | | 0.25 | RTC | | 0.16 | RTC | | 0.40 | RTC | | 0.43 | |
| Addl ICU | | -0.25 | Addl ICU | | -0.14 | Addl ICU | | -0.15 | Addl ICU | | -0.42 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 434 | 805 | 433 | 239 | 433 | 159 | 101 | 1558 | 277 | 303 | 2078 | 376 | Volume |
| 0.13 | 0.16 | 0.00 | 0.07 | 0.08 | 0.09 | 0.03 | 0.31 | 0.16 | 0.09 | 0.41 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.07 | V/C | | 0.03 | V/C | | 0.41 | 0.665 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.10 | RTOG | | 0.35 | RTOG | | 0.41 | Right Turn Adjustment |
| RTOR | | 0.13 | RTOR | | 0.03 | RTOR | | 0.14 | RTOR | | 0.07 | |
| RTC | | 0.26 | RTC | | 0.12 | RTC | | 0.46 | RTC | | 0.46 | |
| Addl ICU | | -0.26 | Addl ICU | | -0.03 | Addl ICU | | -0.29 | Addl ICU | | -0.24 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.72 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 0.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3825 | 1275 | 3400 | 5100 | 1700 | 1700 | 850 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 391 | 1284 | 428 | 72 | 696 | 253 | 256 | 265 | 255 | 223 | 239 | 97 | Volume |
| 0.12 | 0.34 | 0.34 | 0.02 | 0.14 | 0.15 | 0.15 | 0.31 | 0.10 | 0.07 | 0.14 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.34 | V/C | | 0.02 | V/C | | 0.31 | V/C | | 0.07 | 0.734 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.34 | RTOG | | 0.24 | RTOG | | 0.31 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.24 | RTOR | | 0.22 | RTOR | | 0.02 | |
| RTC | | 0.38 | RTC | | 0.42 | RTC | | 0.48 | RTC | | 0.24 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.27 | Addl ICU | | -0.38 | Addl ICU | | -0.19 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 240 | 1943 | 506 | 101 | 952 | 156 | 396 | 722 | 166 | 255 | 695 | 276 | Volume |
| 0.07 | 0.38 | 0.30 | 0.03 | 0.14 | 0.09 | 0.12 | 0.21 | 0.10 | 0.08 | 0.20 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.38 | | V/C | 0.03 | | V/C | 0.12 | | V/C | 0.20 | | 0.732 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.38 | | RTOG | 0.34 | | RTOG | 0.25 | | RTOG | 0.20 | | Right Turn Adjustment |
| RTOR | 0.11 | | RTOR | 0.12 | | RTOR | 0.27 | | RTOR | 0.03 | | |
| RTC | 0.46 | | RTC | 0.43 | | RTC | 0.45 | | RTC | 0.23 | | |
| Addl ICU | -0.16 | | Addl ICU | -0.34 | | Addl ICU | -0.35 | | Addl ICU | -0.06 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 804 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 281 | 247 | 726 | 0 | Volume |
| 0.24 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.07 | 0.21 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.24 | | V/C | 0.00 | | V/C | 0.24 | | V/C | 0.07 | | 0.548 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.24 | | RTOG | -0.24 | | RTOG | 0.24 | | RTOG | 0.31 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.10 | | RTOR | 0.24 | | RTOR | 0.24 | | |
| RTC | 0.29 | | RTC | -0.16 | | RTC | 0.42 | | RTC | 0.49 | | |
| Addl ICU | -0.19 | | Addl ICU | 0.16 | | Addl ICU | -0.42 | | Addl ICU | -0.49 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.60 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 529 | 873 | 529 | 113 | 485 | 200 | 196 | 1297 | 189 | 478 | 1975 | 515 | Volume |
| 0.16 | 0.17 | 0.16 | 0.03 | 0.14 | 0.12 | 0.06 | 0.19 | 0.11 | 0.14 | 0.39 | 0.30 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.16 | | V/C | 0.14 | | V/C | 0.06 | | V/C | 0.39 | | 0.743 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.27 | | RTOG | 0.14 | | RTOG | 0.30 | | RTOG | 0.39 | | |
| RTOR | 0.25 | | RTOR | 0.06 | | RTOR | 0.16 | | RTOR | 0.13 | | |
| RTC | 0.46 | | RTC | 0.19 | | RTC | 0.42 | | RTC | 0.48 | | |
| Addl ICU | -0.30 | | Addl ICU | -0.07 | | Addl ICU | -0.31 | | Addl ICU | -0.18 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.79 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 716 | 2123 | 468 | 387 | 758 | 169 | 217 | 631 | 251 | 413 | 516 | 451 | Volume |
| 0.21 | 0.42 | 0.00 | 0.11 | 0.15 | 0.10 | 0.06 | 0.12 | 0.00 | 0.12 | 0.10 | 0.27 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.42 | V/C | | 0.11 | V/C | | 0.12 | V/C | | 0.12 | 0.775 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.32 | RTOG | | 0.12 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.14 | RTOR | | 0.38 | RTOR | | 0.11 | |
| RTC | | 0.51 | RTC | | 0.43 | RTC | | 0.41 | RTC | | 0.27 | |
| Addl ICU | | -0.51 | Addl ICU | | -0.33 | Addl ICU | | -0.41 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 0.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 2363 | 1037 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 696 | 2832 | 1149 | 253 | 1396 | 246 | 360 | 158 | 235 | 631 | 665 | 449 | Volume |
| 0.20 | 0.42 | 0.68 | 0.07 | 0.21 | 0.14 | 0.15 | 0.15 | 0.07 | 0.19 | 0.26 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.42 | V/C | | 0.07 | V/C | | 0.15 | V/C | | 0.26 | 0.904 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.29 | RTOG | | 0.23 | RTOG | | 0.26 | Right Turn Adjustment |
| RTOR | | 0.26 | RTOR | | 0.15 | RTOR | | 0.29 | RTOR | | 0.07 | |
| RTC | | 0.61 | RTC | | 0.40 | RTC | | 0.44 | RTC | | 0.32 | |
| Addl ICU | | 0.06 | Addl ICU | | -0.26 | Addl ICU | | -0.37 | Addl ICU | | -0.14 | |
| 0.06 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.06 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 1.02 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|------|-----------------------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 3925 | 260 | 517 | 1740 | 0 | 650 | 0 | 341 | 0 | 0 | 0 | Volume |
| 0.00 | 0.58 | 0.15 | 0.15 | 0.26 | 0.00 | 0.15 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | N/A | | Initial ICU |
| V/C | 0.58 | | V/C | 0.15 | | V/C | 0.15 | | V/C | 0.00 | | 0.882 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.58 | | RTOG | 0.73 | | RTOG | 0.15 | | RTOG | -0.15 | | Right Turn Adjustment |
| RTOR | 0.15 | | RTOR | 0.15 | | RTOR | 0.47 | | RTOR | 0.15 | | |
| RTC | 0.69 | | RTC | 0.84 | | RTC | 0.51 | | RTC | -0.04 | | |
| Addl ICU | -0.54 | | Addl ICU | -0.84 | | Addl ICU | -0.37 | | Addl ICU | 0.04 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | | 0.93 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4964 | 136 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 10 | 3587 | 98 | 115 | 1867 | 11 | 46 | 3 | 26 | 53 | 1 | 108 | Volume |
| 0.01 | 0.72 | 0.72 | 0.07 | 0.37 | 0.01 | 0.03 | 0.00 | 0.02 | 0.03 | 0.00 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.72 | V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.03 | 0.823 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.72 | RTOG | | 0.78 | RTOG | | 0.00 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.42 | RTOR | | 0.07 | |
| RTC | | 0.75 | RTC | | 0.81 | RTC | | 0.32 | RTC | | 0.06 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.80 | Addl ICU | | -0.30 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.88 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 215 | 1715 | 144 | 637 | 1110 | 210 | 344 | 276 | 92 | 201 | 92 | 1600 | Volume |
| 0.13 | 0.34 | 0.08 | 0.19 | 0.22 | 0.12 | 0.10 | 0.16 | 0.05 | 0.06 | 0.05 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.34 | V/C | | 0.19 | V/C | | 0.16 | V/C | | 0.06 | 0.745 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.34 | RTOG | | 0.40 | RTOG | | 0.16 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.17 | RTOR | | 0.31 | RTOR | | 0.19 | |
| RTC | | 0.38 | RTC | | 0.52 | RTC | | 0.39 | RTC | | 0.26 | |
| Addl ICU | | -0.30 | Addl ICU | | -0.40 | Addl ICU | | -0.34 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 103 | 0 | 240 | 0 | 1825 | 128 | 163 | 2701 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.07 | 0.00 | 0.27 | 0.08 | 0.10 | 0.53 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.53 | 0.590 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.06 | RTOG | | 0.06 | RTOG | | 0.43 | RTOG | | 0.53 | Right Turn Adjustment |
| RTOR | | 0.26 | RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.06 | |
| RTC | | 0.14 | RTC | | 0.06 | RTC | | 0.48 | RTC | | 0.58 | |
| Addl ICU | | -0.14 | Addl ICU | | 0.01 | Addl ICU | | -0.40 | Addl ICU | | -0.58 | |
| | | 0.00 | | | 0.01 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.65 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4643 | 457 | Total Saturation |
| 183 | 0 | 335 | 0 | 0 | 0 | 0 | 1884 | 215 | 0 | 2736 | 269 | Volume |
| 0.11 | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.55 | 0.00 | 0.00 | 0.59 | 0.59 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.11 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.59 | 0.697 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | -0.11 | RTOG | | 0.59 | RTOG | | 0.59 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.00 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | 0.13 | RTC | | -0.11 | RTC | | 0.67 | RTC | | 0.67 | |
| Addl ICU | | 0.06 | Addl ICU | | 0.11 | Addl ICU | | -0.67 | Addl ICU | | -0.08 | |
| | | 0.06 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.81 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 693 | 1361 | 209 | 292 | 711 | 1002 | 851 | 1148 | 326 | 150 | 1908 | 409 | Volume |
| 0.20 | 0.27 | 0.00 | 0.09 | 0.14 | 0.00 | 0.17 | 0.23 | 0.19 | 0.04 | 0.37 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.27 | V/C | | 0.09 | V/C | | 0.17 | V/C | | 0.37 | 0.894 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.15 | RTOG | | 0.50 | RTOG | | 0.37 | Right Turn Adjustment |
| RTOR | | 0.32 | RTOR | | 0.17 | RTOR | | 0.21 | RTOR | | 0.09 | |
| RTC | | 0.50 | RTC | | 0.27 | RTC | | 0.66 | RTC | | 0.44 | |
| Addl ICU | | -0.50 | Addl ICU | | -0.27 | Addl ICU | | -0.47 | Addl ICU | | -0.20 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.94 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 4864 | 236 | 1700 | 526 | 1174 | 1700 | 1700 | 1700 | Total Saturation |
| 104 | 2105 | 335 | 53 | 1032 | 50 | 34 | 65 | 145 | 136 | 72 | 124 | Volume |
| 0.06 | 0.41 | 0.00 | 0.03 | 0.21 | 0.21 | 0.02 | 0.12 | 0.12 | 0.08 | 0.04 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.03 | V/C | | 0.12 | V/C | | 0.08 | 0.647 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.38 | RTOG | | 0.12 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.16 | RTOR | | 0.23 | RTOR | | 0.03 | |
| RTC | | 0.47 | RTC | | 0.50 | RTC | | 0.30 | RTC | | 0.21 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.29 | Addl ICU | | -0.17 | Addl ICU | | -0.13 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5075 | 25 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 20 | 2100 | 366 | 75 | 1609 | 8 | 44 | 24 | 138 | 325 | 14 | 135 | Volume |
| 0.01 | 0.41 | 0.00 | 0.02 | 0.32 | 0.32 | 0.03 | 0.01 | 0.00 | 0.10 | 0.01 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.10 | 0.544 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.42 | RTOG | | 0.01 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.10 | RTOR | | 0.12 | RTOR | | 0.02 | |
| RTC | | 0.48 | RTC | | 0.50 | RTC | | 0.10 | RTC | | 0.10 | |
| Addl ICU | | -0.48 | Addl ICU | | -0.18 | Addl ICU | | -0.10 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.59 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2454 | 946 | Total Saturation |
| 23 | 1215 | 415 | 142 | 1120 | 691 | 1104 | 520 | 6 | 166 | 353 | 136 | Volume |
| 0.01 | 0.24 | 0.00 | 0.04 | 0.22 | 0.00 | 0.32 | 0.15 | 0.00 | 0.05 | 0.14 | 0.14 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.24 | V/C | | 0.04 | V/C | | 0.32 | V/C | | 0.14 | 0.749 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.27 | RTOG | | 0.42 | RTOG | | 0.14 | Right Turn Adjustment |
| RTOR | | 0.32 | RTOR | | 0.32 | RTOR | | 0.06 | RTOR | | 0.04 | |
| RTC | | 0.47 | RTC | | 0.51 | RTC | | 0.47 | RTC | | 0.18 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.51 | Addl ICU | | -0.46 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.80 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3496 | 1077 | 0 | 1999 | 0 | 0 | 0 | 0 | 144 | 0 | 479 | Volume |
| 0.00 | 0.51 | 0.00 | 0.00 | 0.39 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.51 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.08 | 0.599 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.51 | RTOG | | 0.51 | RTOG | | -0.08 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.08 | RTOR | | 0.12 | RTOR | | 0.00 | |
| RTC | | 0.58 | RTC | | 0.58 | RTC | | 0.01 | RTC | | 0.08 | |
| Addl ICU | | -0.58 | Addl ICU | | -0.58 | Addl ICU | | -0.01 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.66 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 2324 | 0 | 0 | 1363 | 891 | 2374 | 0 | 254 | 0 | 0 | 0 | Volume |
| 0.00 | 0.46 | 0.00 | 0.00 | 0.27 | 0.00 | 0.47 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.46 | V/C | | 0.00 | V/C | | 0.47 | V/C | | 0.00 | 0.921 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.46 | RTOG | | 0.46 | RTOG | | 0.47 | RTOG | | -0.47 | Right Turn Adjustment |
| RTOR | | 0.47 | RTOR | | 0.47 | RTOR | | 0.19 | RTOR | | 0.00 | |
| RTC | | 0.80 | RTC | | 0.80 | RTC | | 0.61 | RTC | | -0.47 | |
| Addl ICU | | -0.80 | Addl ICU | | -0.80 | Addl ICU | | -0.46 | Addl ICU | | 0.47 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.97 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 193 | 0 | 217 | 0 | 1208 | 363 | 359 | 1335 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.06 | 0.00 | 0.36 | 0.21 | 0.11 | 0.39 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.11 | V/C | | 0.36 | V/C | | 0.11 | 0.574 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.11 | RTOG | | 0.11 | RTOG | | 0.36 | RTOG | | 0.46 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.07 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | -0.03 | RTC | | 0.16 | RTC | | 0.44 | RTC | | 0.55 | |
| Addl ICU | | 0.03 | Addl ICU | | -0.10 | Addl ICU | | -0.23 | Addl ICU | | -0.55 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.62 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 440 | 0 | 583 | 0 | 0 | 0 | 0 | 1188 | 217 | 303 | 1256 | 0 | Volume |
| 0.13 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.18 | 0.37 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.35 | V/C | | 0.18 | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | -0.13 | RTOG | | 0.35 | RTOG | | 0.53 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.16 | RTOR | | 0.13 | RTOR | | 0.13 | |
| RTC | | 0.26 | RTC | | -0.01 | RTC | | 0.45 | RTC | | 0.62 | |
| Addl ICU | | -0.09 | Addl ICU | | 0.01 | Addl ICU | | -0.45 | Addl ICU | | -0.62 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.71 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 177 | 102 | 289 | 26 | 64 | 18 | 9 | 1053 | 187 | 94 | 635 | 83 | Volume |
| 0.10 | 0.06 | 0.17 | 0.02 | 0.02 | 0.01 | 0.01 | 0.31 | 0.11 | 0.06 | 0.19 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.10 | V/C | | 0.02 | V/C | | 0.31 | V/C | | 0.06 | 0.488 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.02 | RTOG | | 0.31 | RTOG | | 0.36 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.18 | RTOR | | 0.10 | RTOR | | 0.06 | |
| RTC | | 0.15 | RTC | | 0.15 | RTC | | 0.39 | RTC | | 0.41 | |
| Addl ICU | | 0.02 | Addl ICU | | -0.14 | Addl ICU | | -0.28 | Addl ICU | | -0.36 | |
| | | 0.02 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.56 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 334 | 1366 | 850 | 318 | 1382 | Total Saturation |
| 53 | 344 | 1 | 75 | 219 | 76 | 113 | 31 | 127 | 4 | 23 | 100 | Volume |
| 0.06 | 0.20 | 0.00 | 0.09 | 0.13 | 0.09 | 0.13 | 0.09 | 0.09 | 0.00 | 0.07 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.20 | V/C | | 0.09 | V/C | | 0.13 | V/C | | 0.07 | 0.496 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.23 | RTOG | | 0.20 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.13 | RTOR | | 0.16 | RTOR | | 0.09 | |
| RTC | | 0.29 | RTC | | 0.33 | RTC | | 0.32 | RTC | | 0.14 | |
| Addl ICU | | -0.29 | Addl ICU | | -0.24 | Addl ICU | | -0.23 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.55 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 234 | 250 | 108 | 133 | 116 | 290 | 421 | 1676 | 173 | 109 | 2427 | 276 | Volume |
| 0.07 | 0.07 | 0.06 | 0.08 | 0.03 | 0.00 | 0.12 | 0.33 | 0.10 | 0.03 | 0.48 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.08 | V/C | | 0.12 | V/C | | 0.48 | 0.751 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.08 | RTOG | | 0.57 | RTOG | | 0.48 | Right Turn Adjustment |
| RTOR | | 0.27 | RTOR | | 0.12 | RTOR | | 0.12 | RTOR | | 0.08 | |
| RTC | | 0.28 | RTC | | 0.18 | RTC | | 0.66 | RTC | | 0.53 | |
| Addl ICU | | -0.21 | Addl ICU | | -0.18 | Addl ICU | | -0.55 | Addl ICU | | -0.37 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.80 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3114 | 286 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3110 | 290 | Total Saturation |
| 457 | 392 | 36 | 48 | 280 | 623 | 779 | 607 | 386 | 24 | 493 | 46 | Volume |
| 0.13 | 0.13 | 0.13 | 0.03 | 0.08 | 0.37 | 0.23 | 0.18 | 0.23 | 0.01 | 0.16 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.13 | V/C | | 0.08 | V/C | | 0.23 | V/C | | 0.16 | 0.604 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.08 | RTOG | | 0.37 | RTOG | | 0.16 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.23 | RTOR | | 0.13 | RTOR | | 0.09 | |
| RTC | | 0.35 | RTC | | 0.25 | RTC | | 0.47 | RTC | | 0.23 | |
| Addl ICU | | -0.22 | Addl ICU | | 0.11 | Addl ICU | | -0.25 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.11 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 416 | 0 | 306 | 310 | 1031 | 0 | 0 | 1051 | 433 | Volume |
| 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.18 | 0.18 | 0.30 | 0.00 | 0.00 | 0.31 | 0.25 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.18 | V/C | | 0.31 | 0.614 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.12 | RTOG | | 0.12 | RTOG | | 0.49 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.18 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | 0.02 | RTC | | 0.26 | RTC | | 0.58 | RTC | | 0.40 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.08 | Addl ICU | | -0.58 | Addl ICU | | -0.15 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 172 | 0 | 87 | 0 | 0 | 0 | 0 | 1981 | 120 | 96 | 3124 | 0 | Volume |
| 0.10 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.39 | 0.07 | 0.06 | 0.61 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.10 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.61 | 0.714 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | -0.10 | RTOG | | 0.56 | RTOG | | 0.61 | Right Turn Adjustment |
| RTOR | | 0.22 | RTOR | | 0.00 | RTOR | | 0.10 | RTOR | | 0.10 | |
| RTC | | 0.27 | RTC | | -0.10 | RTC | | 0.63 | RTC | | 0.69 | |
| Addl ICU | | -0.22 | Addl ICU | | 0.10 | Addl ICU | | -0.56 | Addl ICU | | -0.69 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 107 | 502 | 126 | 333 | 373 | 289 | 478 | 1093 | 135 | 97 | 703 | 366 | Volume |
| 0.06 | 0.15 | 0.07 | 0.10 | 0.11 | 0.17 | 0.14 | 0.32 | 0.08 | 0.03 | 0.21 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.15 | V/C | | 0.10 | V/C | | 0.32 | V/C | | 0.03 | 0.596 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.18 | RTOG | | 0.32 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.14 | RTOR | | 0.14 | RTOR | | 0.10 | |
| RTC | | 0.17 | RTC | | 0.29 | RTC | | 0.42 | RTC | | 0.28 | |
| Addl ICU | | -0.09 | Addl ICU | | -0.12 | Addl ICU | | -0.34 | Addl ICU | | -0.07 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.65 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 464 | 429 | 227 | 122 | 445 | 241 | 276 | 1299 | 534 | 206 | 1029 | 103 | Volume |
| 0.14 | 0.13 | 0.13 | 0.07 | 0.13 | 0.14 | 0.08 | 0.25 | 0.00 | 0.06 | 0.20 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.14 | V/C | | 0.13 | V/C | | 0.25 | V/C | | 0.06 | 0.583 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.13 | RTOG | | 0.25 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.11 | RTOR | | 0.14 | RTOR | | 0.14 | |
| RTC | | 0.24 | RTC | | 0.22 | RTC | | 0.36 | RTC | | 0.34 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.07 | Addl ICU | | -0.36 | Addl ICU | | -0.28 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.63 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 0 | 0 | 7649 | 851 | 3400 | 1700 | 3400 | 3400 | 2073 | 1327 | Total Saturation |
| 542 | 3016 | 0 | 0 | 2940 | 327 | 533 | 43 | 785 | 24 | 25 | 16 | Volume |
| 0.16 | 0.44 | 0.00 | 0.00 | 0.38 | 0.38 | 0.16 | 0.03 | 0.23 | 0.01 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.38 | V/C | | 0.16 | V/C | | 0.01 | 0.713 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.54 | RTOG | | 0.38 | RTOG | | 0.16 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.16 | RTOR | | 0.16 | RTOR | | 0.10 | |
| RTC | | 0.65 | RTC | | 0.50 | RTC | | 0.28 | RTC | | 0.09 | |
| Addl ICU | | -0.65 | Addl ICU | | -0.12 | Addl ICU | | -0.05 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 394 | 1306 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 356 | 25 | 83 | 25 | 72 | 110 | 24 | 968 | 302 | 36 | 472 | 4 | Volume |
| 0.10 | 0.06 | 0.06 | 0.01 | 0.04 | 0.06 | 0.01 | 0.28 | 0.18 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.10 | | V/C | 0.04 | | V/C | 0.28 | | V/C | 0.02 | | 0.453 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.13 | | RTOG | 0.04 | | RTOG | 0.28 | | RTOG | 0.29 | | Right Turn Adjustment |
| RTOR | 0.02 | | RTOR | 0.17 | | RTOR | 0.10 | | RTOR | 0.08 | | |
| RTC | 0.15 | | RTC | 0.17 | | RTC | 0.36 | | RTC | 0.35 | | |
| Addl ICU | -0.08 | | Addl ICU | -0.10 | | Addl ICU | -0.19 | | Addl ICU | -0.35 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.50 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 66 | 88 | 128 | 278 | 82 | 141 | 141 | 1813 | 60 | 159 | 2617 | 374 | Volume |
| 0.04 | 0.05 | 0.08 | 0.08 | 0.05 | 0.08 | 0.08 | 0.36 | 0.04 | 0.09 | 0.51 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.08 | | V/C | 0.08 | | V/C | 0.51 | | 0.730 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.05 | | RTOG | 0.09 | | RTOG | 0.50 | | RTOG | 0.51 | | Right Turn Adjustment |
| RTOR | 0.24 | | RTOR | 0.08 | | RTOR | 0.09 | | RTOR | 0.08 | | |
| RTC | 0.23 | | RTC | 0.16 | | RTC | 0.57 | | RTC | 0.57 | | |
| Addl ICU | -0.16 | | Addl ICU | -0.07 | | Addl ICU | -0.53 | | Addl ICU | -0.35 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.78 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2317 | 1083 | 1700 | 3264 | 136 | 1700 | 467 | 1233 | 1700 | 1511 | 189 | Total Saturation |
| 56 | 428 | 200 | 3 | 337 | 14 | 10 | 14 | 37 | 96 | 16 | 2 | Volume |
| 0.03 | 0.18 | 0.18 | 0.00 | 0.10 | 0.10 | 0.01 | 0.03 | 0.03 | 0.06 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.06 | 0.273 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.15 | RTOG | | 0.03 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.08 | RTOR | | 0.08 | RTOR | | 0.00 | |
| RTC | | 0.23 | RTC | | 0.21 | RTC | | 0.09 | RTC | | 0.08 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.11 | Addl ICU | | -0.06 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.32 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | Total Saturation |
| 0 | 719 | 259 | 1 | 492 | 22 | 29 | 100 | 28 | 162 | 54 | 2 | Volume |
| 0.00 | 0.42 | 0.30 | 0.00 | 0.29 | 0.03 | 0.03 | 0.06 | 0.03 | 0.19 | 0.03 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.42 | V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.19 | 0.674 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.42 | RTOG | | 0.06 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.22 | RTOR | | 0.13 | RTOR | | 0.00 | |
| RTC | | 0.57 | RTC | | 0.59 | RTC | | 0.16 | RTC | | 0.22 | |
| Addl ICU | | -0.26 | Addl ICU | | -0.56 | Addl ICU | | -0.13 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.72 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3015 | 385 | 1700 | 2940 | 460 | 1700 | 452 | 1248 | 1700 | 850 | 850 | Total Saturation |
| 28 | 595 | 76 | 14 | 505 | 79 | 115 | 25 | 69 | 100 | 12 | 12 | Volume |
| 0.02 | 0.20 | 0.20 | 0.01 | 0.17 | 0.17 | 0.07 | 0.06 | 0.06 | 0.06 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.20 | V/C | | 0.01 | V/C | | 0.06 | V/C | | 0.06 | 0.320 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.19 | RTOG | | 0.06 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.10 | RTOR | | 0.03 | RTOR | | 0.01 | |
| RTC | | 0.24 | RTC | | 0.26 | RTC | | 0.08 | RTC | | 0.05 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.09 | Addl ICU | | -0.03 | Addl ICU | | -0.04 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.37 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1245 | 455 | 850 | 1680 | 20 | 850 | 1692 | 8 | 850 | 1670 | 30 | Total Saturation |
| 1 | 145 | 53 | 3 | 86 | 1 | 2 | 426 | 2 | 62 | 281 | 5 | Volume |
| 0.00 | 0.12 | 0.12 | 0.00 | 0.05 | 0.05 | 0.00 | 0.25 | 0.25 | 0.07 | 0.17 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.25 | V/C | | 0.07 | 0.445 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.12 | RTOG | | 0.25 | RTOG | | 0.32 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.16 | RTOR | | 0.07 | RTOR | | 0.00 | |
| RTC | | 0.17 | RTC | | 0.24 | RTC | | 0.30 | RTC | | 0.33 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.19 | Addl ICU | | -0.05 | Addl ICU | | -0.16 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.49 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 84 | 0 | 88 | 0 | 0 | 0 | 0 | 1866 | 59 | 92 | 2723 | 0 | Volume |
| 0.05 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.03 | 0.05 | 0.53 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.53 | 0.583 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | -0.05 | RTOG | | 0.48 | RTOG | | 0.53 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.05 | |
| RTC | | 0.18 | RTC | | -0.05 | RTC | | 0.52 | RTC | | 0.57 | |
| Addl ICU | | -0.12 | Addl ICU | | 0.05 | Addl ICU | | -0.48 | Addl ICU | | -0.57 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.63 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 68 | 175 | 0 | 0 | 136 | 16 | 31 | 0 | 95 | 0 | 0 | 0 | Volume |
| 0.04 | 0.10 | 0.00 | 0.00 | 0.08 | 0.01 | 0.02 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.04 | V/C | | 0.08 | V/C | | 0.02 | V/C | | 0.00 | 0.138 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.08 | RTOG | | 0.02 | RTOG | | -0.02 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.04 | RTOR | | 0.02 | |
| RTC | | 0.13 | RTC | | 0.09 | RTC | | 0.05 | RTC | | -0.01 | |
| Addl ICU | | -0.13 | Addl ICU | | -0.08 | Addl ICU | | 0.01 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.01 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.20 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 31 | 1669 | 0 | 0 | 1518 | 182 | Total Saturation |
| 0 | 0 | 0 | 22 | 0 | 47 | 8 | 435 | 0 | 0 | 283 | 34 | Volume |
| 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.06 | 0.26 | 0.26 | 0.00 | 0.00 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.26 | V/C | | 0.19 | 0.473 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.03 | RTOG | | 0.03 | RTOG | | 0.45 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.26 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.11 | RTC | | 0.22 | RTC | | 0.47 | RTC | | 0.21 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.17 | Addl ICU | | -0.47 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.52 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1690 | 10 | Total Saturation |
| 0 | 0 | 0 | 2 | 0 | 1 | 31 | 398 | 0 | 0 | 324 | 2 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.23 | 0.00 | 0.00 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.23 | V/C | | 0.00 | 0.236 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.23 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.03 | RTC | | 0.24 | RTC | | 0.22 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.03 | Addl ICU | | -0.24 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 65 | 18 | 47 | 60 | 19 | 81 | 89 | 2083 | 58 | 95 | 3092 | 97 | Volume |
| 0.04 | 0.01 | 0.03 | 0.04 | 0.01 | 0.05 | 0.05 | 0.41 | 0.03 | 0.06 | 0.61 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.01 | V/C | | 0.05 | V/C | | 0.61 | 0.708 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.01 | RTOG | | 0.60 | RTOG | | 0.61 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.05 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.20 | RTC | | 0.05 | RTC | | 0.63 | RTC | | 0.64 | |
| Addl ICU | | -0.17 | Addl ICU | | 0.00 | Addl ICU | | -0.60 | Addl ICU | | -0.58 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|-------|-----------|-----------|-----------|-------|-----------|-------|-----------------------|--------------|------|--------------------|------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1638 | 62 | 1700 | 1518 | 182 | 1700 | 1579 | 121 | 1700 | 1483 | 217 | Total Saturation |
| 38 | 133 | 5 | 19 | 158 | 19 | 4 | 366 | 28 | 7 | 267 | 39 | Volume |
| 0.02 | 0.08 | 0.08 | 0.01 | 0.10 | 0.10 | 0.00 | 0.23 | 0.23 | 0.00 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | Direction | SBT | Direction | EBT | Direction | WBL | Initial ICU | | | | |
| V/C | 0.02 | V/C | 0.10 | V/C | 0.23 | V/C | 0.00 | 0.362 | | | | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | RTOG | 0.10 | RTOG | 0.23 | RTOG | 0.23 | Right Turn Adjustment | | | | |
| RTOR | 0.00 | RTOR | 0.06 | RTOR | 0.02 | RTOR | 0.05 | 0.00 | | | | |
| RTC | 0.12 | RTC | 0.15 | RTC | 0.25 | RTC | 0.27 | 0.00 | | | | |
| Addl ICU | -0.04 | Addl ICU | -0.04 | Addl ICU | -0.02 | Addl ICU | -0.09 | 0.00 | | | | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.41 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1384 | 316 | 1700 | 1700 | 1700 | 1700 | 3115 | 285 | 1700 | 3400 | 1700 | Total Saturation |
| 60 | 57 | 13 | 61 | 53 | 279 | 468 | 971 | 89 | 19 | 1029 | 111 | Volume |
| 0.04 | 0.04 | 0.04 | 0.04 | 0.03 | 0.16 | 0.28 | 0.31 | 0.31 | 0.01 | 0.30 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.04 | V/C | | 0.28 | V/C | | 0.30 | 0.655 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.04 | RTOG | | 0.57 | RTOG | | 0.30 | Right Turn Adjustment |
| RTOR | | 0.27 | RTOR | | 0.28 | RTOR | | 0.05 | RTOR | | 0.04 | |
| RTC | | 0.24 | RTC | | 0.25 | RTC | | 0.60 | RTC | | 0.33 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.08 | Addl ICU | | -0.29 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.71 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 603 | 1097 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 90 | 46 | 157 | 69 | 22 | 40 | 67 | 2018 | 73 | 187 | 2999 | 177 | Volume |
| 0.05 | 0.03 | 0.09 | 0.04 | 0.04 | 0.04 | 0.04 | 0.40 | 0.04 | 0.06 | 0.59 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.03 | | V/C | 0.04 | | V/C | 0.04 | | V/C | 0.59 | | 0.695 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.03 | | RTOG | 0.01 | | RTOG | 0.57 | | RTOG | 0.59 | | Right Turn Adjustment |
| RTOR | 0.23 | | RTOR | 0.04 | | RTOR | 0.03 | | RTOR | 0.04 | | |
| RTC | 0.20 | | RTC | 0.04 | | RTC | 0.60 | | RTC | 0.62 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.01 | | Addl ICU | -0.55 | | Addl ICU | -0.51 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.75 |

INTERSECTION ANALYSIS WORKSHEETS

**POST YEAR 2035 – NO PROJECT
2011 APPROVED PROJECT
AM PEAK HOUR**

IUSD High School #5 TIA
Post Year 2035 No Project
2011 Approved Project

Impact Analysis Report
Level Of Service

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|----------------|-------------|----------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #282 Jeffrey Rd & Portola Pkwy | E | xxxxxx 0.989 | E | xxxxxx 0.989 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxxx 0.983 | E | xxxxxx 0.983 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | D | xxxxxx 0.860 | D | xxxxxx 0.860 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | C | xxxxxx 0.713 | C | xxxxxx 0.713 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx 0.570 | A | xxxxxx 0.570 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | C | xxxxxx 0.791 | C | xxxxxx 0.791 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | D | xxxxxx 0.873 | D | xxxxxx 0.873 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | C | 30.5 0.975 | C | 30.5 0.975 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | D | 45.4 1.070 | D | 45.4 1.070 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | E | xxxxxx 0.942 | E | xxxxxx 0.942 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 13.3 0.606 | B | 13.3 0.606 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | A | 4.4 0.735 | A | 4.4 0.735 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | F | xxxxxx 1.060 | F | xxxxxx 1.060 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | C | xxxxxx 0.732 | C | xxxxxx 0.732 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | C | xxxxxx 0.707 | C | xxxxxx 0.707 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | B | xxxxxx 0.619 | B | xxxxxx 0.619 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | C | 21.5 0.905 | C | 21.5 0.905 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 20.4 0.794 | C | 20.4 0.794 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | E | xxxxxx 0.964 | E | xxxxxx 0.964 | + 0.000 V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 19.2 0.535 | B | 19.2 0.535 | + 0.000 D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | B | 18.5 0.497 | B | 18.5 0.497 | + 0.000 D/V |
| #556 Ridge Valley & Portola Pkwy | D | xxxxxx 0.817 | D | xxxxxx 0.817 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 2.6 0.369 | A | 2.6 0.369 | + 0.000 V/C |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2011 Approved Project

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|--------------|-------------|--------------|--------------|
| | Del/ LOS | V/ Veh | Del/ LOS | V/ Veh | |
| #558 "O" St & Irvine Blvd | C | xxxxxx 0.713 | C | xxxxxx 0.713 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | C | xxxxxx 0.763 | C | xxxxxx 0.763 | + 0.000 V/C |
| #560 "O" St & Marine Wy | A | xxxxxx 0.456 | A | xxxxxx 0.456 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | C | xxxxxx 0.737 | C | xxxxxx 0.737 | + 0.000 V/C |
| #566 Marine Wy & Barranca Pkwy | B | xxxxxx 0.667 | B | xxxxxx 0.667 | + 0.000 V/C |
| #567 Marine Wy & Alton Pkwy | C | xxxxxx 0.706 | C | xxxxxx 0.706 | + 0.000 V/C |
| #569 Bake Pkwy & Marine Wy | C | xxxxxx 0.748 | C | xxxxxx 0.748 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | C | xxxxxx 0.758 | C | xxxxxx 0.758 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | D | xxxxxx 0.809 | D | xxxxxx 0.809 | + 0.000 V/C |
| #603 "O" St & "LN" St | A | xxxxxx 0.424 | A | xxxxxx 0.424 | + 0.000 V/C |
| #605 "O" St & "LQ" St | A | 3.3 0.445 | A | 3.3 0.445 | + 0.000 V/C |
| #608 "O" St & "LV" St | A | xxxxxx 0.376 | A | xxxxxx 0.376 | + 0.000 V/C |
| #626 "LY" St & "LQ" St | A | 5.0 0.445 | A | 5.0 0.445 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | B | xxxxxx 0.668 | B | xxxxxx 0.668 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A | 9.1 0.077 | A | 9.1 0.077 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A | 4.3 0.328 | A | 4.3 0.328 | + 0.000 V/C |
| #787 "Z" St & "LQ" St | B | 11.8 0.060 | B | 11.8 0.060 | + 0.000 D/V |
| #790 "Z" St & Irvine Blvd | C | xxxxxx 0.785 | C | xxxxxx 0.785 | + 0.000 V/C |
| #798 "B" St & "LQ" St | A | xxxxxx 0.496 | A | xxxxxx 0.496 | + 0.000 V/C |
| #799 "B" St & Marine Wy | A | xxxxxx 0.501 | A | xxxxxx 0.501 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | E | xxxxxx 0.970 | E | xxxxxx 0.970 | + 0.000 V/C |

IUSD High School #5 TIA
Post Year 2035 No Project
2011 Approved Project

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|----|---|--------------|----|-----|------------|---|----|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 15 | 25 | 0 | 0 | 23 | 163 | 71 | 0 | 18 | 0 | 0 | 0 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.1 | | | xxxxxx | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=89]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=315]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|-----|-----|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 15 | | 25 | | 0 | 0 | | 23 | | 163 | 71 | | 0 | | 18 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | | | | | | | 226 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 89 | | | | | | | | | |
| Minor Approach Volume Threshold: | 1014 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|----|---|---|--------------|---|----|-----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 48 | | 33 | 420 | 0 | | | 0 | 225 | 25 | | |
| ApproachDel: | xxxxxx | | | | 11.8 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=70]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=773]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|----|---|----|--------------|---|----|-----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 48 | | | 33 | 420 | 0 | | | 0 | 225 | 25 | | |
| Major Street Volume: | | | | | 703 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 70 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 406 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Post Year 2035 No Project
2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.989
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves.

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Post Year 2035 No Project
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.983
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module table with 12 columns representing capacity and critical moves like Vol/Sat, Crit Moves.

 IUSD High School #5 TIA
 Post Year 2035 No Project
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.860
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 68 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | |
| Rights: | Include | | | Include | | | Include | | | WideBypass | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 172 | 786 | 166 | 81 | 1516 | 399 | 335 | 172 | 249 | 498 | 323 | 128 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 172 | 786 | 166 | 81 | 1516 | 399 | 335 | 172 | 249 | 498 | 323 | 128 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 172 | 786 | 166 | 81 | 1516 | 399 | 335 | 172 | 249 | 498 | 323 | 128 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 172 | 786 | 166 | 81 | 1516 | 399 | 335 | 172 | 249 | 498 | 323 | 128 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 172 | 786 | 166 | 81 | 1516 | 399 | 335 | 172 | 249 | 498 | 323 | 128 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.48 | 0.52 | 2.00 | 3.00 | 1.00 | 1.00 | 0.82 | 1.18 | 2.00 | 0.72 | 0.28 |
| Final Sat.: | 3400 | 4211 | 889 | 3400 | 5100 | 1700 | 1700 | 1389 | 2011 | 3400 | 1218 | 482 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.19 | 0.19 | 0.02 | 0.30 | 0.23 | 0.20 | 0.12 | 0.12 | 0.15 | 0.27 | 0.27 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 No Project
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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Post Year 2035 No Project
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Post Year 2035 No Project
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

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Post Year 2035 No Project
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.873
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Table with 13 columns for saturation flow related metrics like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics like Vol/Sat, Crit Moves.

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Post Year 2035 No Project
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.975
Loss Time (sec): 0 Average Delay (sec/veh): 30.5
Optimal Cycle: 180 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with 12 columns for volume adjustments (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume).

Saturation Flow Module: Table with 12 columns for saturation flow (Sat/Lane, Adjustment, Lanes, Final Sat.).

Capacity Analysis Module: Table with 12 columns for capacity analysis (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ).

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 No Project
2011 Approved Project

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.070
Loss Time (sec): 0 Average Delay (sec/veh): 45.4
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Post Year 2035 No Project
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.942
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 121 Level Of Service: E

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

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Post Year 2035 No Project
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 0 Average Delay (sec/veh): 13.3
Optimal Cycle: 58 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Post Year 2035 No Project
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 0 Average Delay (sec/veh): 4.4
Optimal Cycle: 86 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity metrics and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

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Post Year 2035 No Project
2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.060
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for North, South, East, West Bound and rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns for North, South, East, West Bound and rows for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for North, South, East, West Bound and rows for Vol/Sat, Crit Moves.

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Post Year 2035 No Project
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns representing capacity and critical moves like Vol/Sat, Crit Moves.

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Post Year 2035 No Project
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

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 Post Year 2035 No Project
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 5 | 1070 | 121 | 92 | 1177 | 1157 | 597 | 168 | 10 | 200 | 431 | 102 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 5 | 1070 | 121 | 92 | 1177 | 1157 | 597 | 168 | 10 | 200 | 431 | 102 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 5 | 1070 | 0 | 92 | 1177 | 0 | 597 | 168 | 10 | 200 | 431 | 102 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 5 | 1070 | 0 | 92 | 1177 | 0 | 597 | 168 | 10 | 200 | 431 | 102 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 5 | 1070 | 0 | 92 | 1177 | 0 | 597 | 168 | 10 | 200 | 431 | 102 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.89 | 0.11 | 2.00 | 1.62 | 0.38 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3209 | 191 | 3400 | 2749 | 651 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.21 | 0.00 | 0.03 | 0.23 | 0.00 | 0.18 | 0.05 | 0.05 | 0.06 | 0.16 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 No Project
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.905
Loss Time (sec): 0 Average Delay (sec/veh): 21.5
Optimal Cycle: 180 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow metrics like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 No Project
2011 Approved Project

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 0 Average Delay (sec/veh): 20.4
Optimal Cycle: 111 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 No Project
2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.964
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 150 Level Of Service: E

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Post Year 2035 No Project
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 0 Average Delay (sec/veh): 19.2
Optimal Cycle: 49 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 No Project
2011 Approved Project

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 0 Average Delay (sec/veh): 18.5
Optimal Cycle: 45 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 No Project
2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.817
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with 12 columns for volume adjustments (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume).

Saturation Flow Module: Table with 12 columns for saturation flow (Sat/Lane, Adjustment, Lanes, Final Sat.).

Capacity Analysis Module: Table with 12 columns for capacity analysis (Vol/Sat, Crit Moves).

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.6 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 13 columns representing PCE factors like AutoPCE, TruckPCE, ComboPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 3 rows for Vol/Sat, Crit Moves, and a summary row.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, OvlAdjVol.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, OvlAdjV/S, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 41 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity metrics and 3 rows for Vol/Sat, Crit Moves, and a summary row.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows including Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.706
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 38 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 761 | 689 | 284 | 75 | 281 | 204 | 281 | 1062 | 454 | 181 | 1169 | 117 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 761 | 689 | 284 | 75 | 281 | 204 | 281 | 1062 | 454 | 181 | 1169 | 117 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 761 | 689 | 284 | 75 | 281 | 204 | 281 | 1062 | 0 | 181 | 1169 | 117 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 761 | 689 | 284 | 75 | 281 | 204 | 281 | 1062 | 0 | 181 | 1169 | 117 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 761 | 689 | 284 | 75 | 281 | 204 | 281 | 1062 | 0 | 181 | 1169 | 117 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.22 | 0.20 | 0.17 | 0.04 | 0.08 | 0.12 | 0.08 | 0.21 | 0.00 | 0.05 | 0.23 | 0.07 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.748
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume metrics (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume) across 4 approaches.

Saturation Flow Module table with 12 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.) across 4 approaches.

Capacity Analysis Module table with 12 columns for capacity metrics (Vol/Sat, Crit Moves) across 4 approaches.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 311 | 5 | 75 | 75 | 79 | 312 | 16 | 1102 | 127 | 43 | 1441 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 311 | 5 | 75 | 75 | 79 | 312 | 16 | 1102 | 127 | 43 | 1441 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 311 | 5 | 75 | 75 | 79 | 312 | 16 | 1102 | 127 | 43 | 1441 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 311 | 5 | 75 | 75 | 79 | 312 | 16 | 1102 | 127 | 43 | 1441 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 311 | 5 | 75 | 75 | 79 | 312 | 16 | 1102 | 127 | 43 | 1441 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.06 | 0.94 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 106 | 1594 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.05 | 0.05 | 0.04 | 0.05 | 0.18 | 0.01 | 0.32 | 0.07 | 0.03 | 0.42 | 0.00 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, Crit Moves, and a row of asterisks.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.424
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 21 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 82 | 193 | 41 | 5 | 688 | 67 | 5 | 5 | 42 | 129 | 52 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 82 | 193 | 41 | 5 | 688 | 67 | 5 | 5 | 42 | 129 | 52 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 82 | 193 | 41 | 5 | 688 | 67 | 5 | 5 | 42 | 129 | 52 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 82 | 193 | 41 | 5 | 688 | 67 | 5 | 5 | 42 | 129 | 52 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 82 | 193 | 41 | 5 | 688 | 67 | 5 | 5 | 42 | 129 | 52 | 5 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.65 | 0.35 | 1.00 | 1.82 | 0.18 | 1.00 | 0.11 | 0.89 | 1.00 | 0.91 | 0.09 |
| Final Sat.: | 1700 | 2804 | 596 | 1700 | 3098 | 302 | 1700 | 181 | 1519 | 1700 | 1551 | 149 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.07 | 0.07 | 0.00 | 0.22 | 0.22 | 0.00 | 0.03 | 0.03 | 0.08 | 0.03 | 0.03 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.3 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 13 columns for PCE types: AutoPCE, TruckPCE, ComboPCE, BicyclePCE, and AdjVolume.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns for delay metrics: CircVolume, MaxVolume, PedVolume, AdjMaxVol, ApproachVol, ApproachV/C, ApproachDel, ApproachLOS, and Queue.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.376
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns representing different volume and adjustment factors.

Saturation Flow Module table with 13 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns representing volume/saturation and critical moves.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 5.0 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 4 columns for North, South, East, and West bounds.

PCE Module:

Table with 12 columns representing different PCE metrics and 4 columns for North, South, East, and West bounds.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics and 4 columns for North, South, East, and West bounds.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: A[9.1]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 1 0 0, etc.)

Volume Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Critical Gap, FollowUpTim.

Capacity Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.3 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, and Lanes.

Volume Module:

Table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 12 columns representing different PCE components like AutoPCE, TruckPCE, ComboPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[11.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for North, South, East, West.

Critical Gap Module: Table with 12 columns for gap components (Critical Gp, FollowUpTim) and 4 columns for North, South, East, West.

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for North, South, East, West.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for North, South, East, West.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume categories and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity analysis values and 3 rows for Vol/Sat, Crit Moves, and a summary row.

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2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes for "B" St and "LQ" St.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Post Year 2035 No Project
2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.501
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Post Year 2035 No Project
2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.970
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 164 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 75 | 0 | 0 | 345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.04 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.20 | V/C | | 0.00 | V/C | | 0.00 | 0.203 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.20 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.16 | |
| RTC | | 0.20 | RTC | | 0.20 | RTC | | 0.00 | RTC | | 0.12 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.20 | Addl ICU | | 0.00 | Addl ICU | | -0.12 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.25 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 60 | 0 | 0 | 345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.04 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.20 | V/C | | 0.00 | V/C | | 0.00 | 0.203 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.20 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.17 | |
| RTC | | 0.20 | RTC | | 0.20 | RTC | | 0.00 | RTC | | 0.13 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.20 | Addl ICU | | 0.00 | Addl ICU | | -0.13 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.25 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 375 | 0 | 0 | 228 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.00 | 0.13 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.22 | V/C | | 0.00 | 0.221 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.22 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.09 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.06 | RTC | | 0.22 | RTC | | 0.22 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.06 | Addl ICU | | -0.22 | Addl ICU | | -0.22 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 375 | 0 | 0 | 228 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.00 | 0.13 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.00 | | V/C | 0.00 | | V/C | 0.22 | | V/C | 0.00 | | 0.221 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.00 | | RTOG | 0.00 | | RTOG | 0.22 | | RTOG | 0.22 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.09 | | RTOR | 0.00 | | RTOR | 0.00 | | |
| RTC | 0.00 | | RTC | 0.06 | | RTC | 0.22 | | RTC | 0.22 | | |
| Addl ICU | 0.00 | | Addl ICU | -0.06 | | Addl ICU | -0.22 | | Addl ICU | -0.22 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 375 | 0 | 0 | 404 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.22 | 0.00 | 0.00 | 0.24 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.24 | V/C | | 0.00 | V/C | | 0.00 | 0.238 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.24 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | |
| RTC | | 0.24 | RTC | | 0.24 | RTC | | 0.00 | RTC | | 0.01 | |
| Addl ICU | | -0.24 | Addl ICU | | -0.24 | Addl ICU | | 0.00 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 305 | 0 | 0 | 404 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.18 | 0.00 | 0.00 | 0.24 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.24 | V/C | | 0.00 | V/C | | 0.00 | 0.238 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.24 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.06 | |
| RTC | | 0.24 | RTC | | 0.24 | RTC | | 0.00 | RTC | | 0.04 | |
| Addl ICU | | -0.24 | Addl ICU | | -0.24 | Addl ICU | | 0.00 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 305 | 0 | 0 | 536 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.18 | 0.00 | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.32 | V/C | | 0.00 | V/C | | 0.00 | 0.315 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.32 | RTOG | | 0.32 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.14 | |
| RTC | | 0.32 | RTC | | 0.32 | RTC | | 0.00 | RTC | | 0.10 | |
| Addl ICU | | -0.32 | Addl ICU | | -0.32 | Addl ICU | | 0.00 | Addl ICU | | -0.10 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.37 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 2 | 3 | 0 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 3400 | 4315 | 785 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 1018 | 247 | 61 | 395 | 390 | 71 | 137 | 1084 | 558 | 280 | 936 | 166 | Volume |
| 0.30 | 0.07 | 0.04 | 0.12 | 0.09 | 0.09 | 0.04 | 0.21 | 0.33 | 0.08 | 0.18 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.30 | | V/C | 0.09 | | V/C | 0.21 | | V/C | 0.08 | | 0.685 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.27 | | RTOG | 0.09 | | RTOG | 0.21 | | RTOG | 0.25 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.11 | | RTOR | 0.30 | | RTOR | 0.32 | | |
| RTC | 0.34 | | RTC | 0.17 | | RTC | 0.44 | | RTC | 0.49 | | |
| Addl ICU | -0.30 | | Addl ICU | -0.08 | | Addl ICU | -0.11 | | Addl ICU | -0.39 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | |
| | | | | | | | | | | | 0.73 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 161 | 750 | 307 | 403 | 1353 | 153 | 181 | 1686 | 323 | 287 | 1929 | 298 | Volume |
| 0.05 | 0.15 | 0.00 | 0.12 | 0.27 | 0.09 | 0.05 | 0.33 | 0.19 | 0.08 | 0.38 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.27 | V/C | | 0.05 | V/C | | 0.38 | 0.744 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.27 | RTOG | | 0.35 | RTOG | | 0.38 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.17 | |
| RTC | | 0.27 | RTC | | 0.31 | RTC | | 0.38 | RTC | | 0.50 | |
| Addl ICU | | -0.27 | Addl ICU | | -0.22 | Addl ICU | | -0.19 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.79 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 0.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 4211 | 889 | 3400 | 5100 | 1700 | 1700 | 850 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 172 | 786 | 166 | 81 | 1516 | 399 | 335 | 172 | 249 | 498 | 323 | 128 | Volume |
| 0.05 | 0.19 | 0.19 | 0.02 | 0.30 | 0.23 | 0.20 | 0.20 | 0.10 | 0.15 | 0.19 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.30 | | V/C | 0.20 | | V/C | 0.19 | | 0.735 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.32 | | RTOG | 0.30 | | RTOG | 0.24 | | RTOG | 0.19 | | Right Turn Adjustment |
| RTOR | 0.18 | | RTOR | 0.20 | | RTOR | 0.05 | | RTOR | 0.16 | | |
| RTC | 0.46 | | RTC | 0.45 | | RTC | 0.28 | | RTC | 0.31 | | |
| Addl ICU | -0.28 | | Addl ICU | -0.21 | | Addl ICU | -0.18 | | Addl ICU | -0.24 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|----------------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 128 | 818 | 301 | 298 | 1724 | 362 | 259 | 597 | 141 | 613 | 801 | 87 | Volume |
| 0.04 | 0.16 | 0.18 | 0.09 | 0.25 | 0.21 | 0.08 | 0.18 | 0.08 | 0.18 | 0.24 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.04 | | V/C | 0.25 | | V/C | 0.18 | | V/C | 0.18 | | 0.647 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.20 | | RTOG | 0.25 | | RTOG | 0.18 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.18 | | RTOR | 0.12 | | RTOR | 0.04 | | RTOR | 0.13 | | |
| RTC | 0.34 | | RTC | 0.34 | | RTC | 0.20 | | RTC | 0.38 | | |
| Addl ICU | -0.16 | | Addl ICU | -0.13 | | Addl ICU | -0.12 | | Addl ICU | -0.33 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | |
| | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 262 | 0 | 449 | 0 | 0 | 0 | 0 | 844 | 753 | 475 | 1117 | 0 | Volume |
| 0.08 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.44 | 0.14 | 0.33 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.08 | V/C | | 0.00 | V/C | | 0.25 | V/C | | 0.14 | 0.465 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | -0.08 | RTOG | | 0.25 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.06 | RTOR | | 0.08 | RTOR | | 0.08 | |
| RTC | | 0.18 | RTC | | -0.03 | RTC | | 0.31 | RTC | | 0.45 | |
| Addl ICU | | -0.05 | Addl ICU | | 0.03 | Addl ICU | | 0.14 | Addl ICU | | -0.45 | |
| | | 0.00 | | | 0.00 | | | 0.14 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.65 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 112 | 593 | 296 | 460 | 1039 | 117 | 284 | 1661 | 398 | 539 | 1453 | 158 | Volume |
| 0.03 | 0.12 | 0.09 | 0.14 | 0.31 | 0.07 | 0.08 | 0.24 | 0.23 | 0.16 | 0.28 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.31 | | V/C | 0.24 | | V/C | 0.16 | | 0.741 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.20 | | RTOG | 0.31 | | RTOG | 0.24 | | RTOG | 0.32 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.12 | | RTOR | 0.03 | | RTOR | 0.22 | | |
| RTC | 0.32 | | RTC | 0.39 | | RTC | 0.27 | | RTC | 0.49 | | |
| Addl ICU | -0.24 | | Addl ICU | -0.33 | | Addl ICU | -0.03 | | Addl ICU | -0.39 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.79 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 213 | 503 | 245 | 353 | 2443 | 98 | 169 | 382 | 697 | 501 | 831 | 351 | Volume |
| 0.06 | 0.10 | 0.00 | 0.10 | 0.48 | 0.06 | 0.05 | 0.07 | 0.00 | 0.15 | 0.16 | 0.21 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.06 | V/C | | 0.48 | V/C | | 0.07 | V/C | | 0.15 | 0.764 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.44 | RTOG | | 0.48 | RTOG | | 0.07 | RTOG | | 0.17 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.06 | RTOR | | 0.06 | RTOR | | 0.44 | |
| RTC | | 0.55 | RTC | | 0.52 | RTC | | 0.12 | RTC | | 0.50 | |
| Addl ICU | | -0.55 | Addl ICU | | -0.47 | Addl ICU | | -0.12 | Addl ICU | | -0.30 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.81 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 1.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 1837 | 3263 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 261 | 1231 | 806 | 389 | 3602 | 367 | 152 | 270 | 344 | 417 | 181 | 308 | Volume |
| 0.08 | 0.18 | 0.47 | 0.11 | 0.53 | 0.22 | 0.08 | 0.08 | 0.10 | 0.12 | 0.07 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.08 | | V/C | 0.53 | | V/C | 0.08 | | V/C | 0.12 | | 0.812 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.49 | | RTOG | 0.53 | | RTOG | 0.08 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.12 | | RTOR | 0.13 | | RTOR | 0.08 | | RTOR | 0.43 | | |
| RTC | 0.58 | | RTC | 0.63 | | RTC | 0.14 | | RTC | 0.44 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.41 | | Addl ICU | -0.04 | | Addl ICU | -0.32 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.86 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 1506 | 94 | 584 | 3662 | 0 | 781 | 2 | 1215 | 0 | 0 | 0 | Volume |
| 0.00 | 0.22 | 0.06 | 0.17 | 0.54 | 0.00 | 0.18 | 0.00 | 0.48 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.54 | V/C | | 0.18 | V/C | | 0.00 | 0.722 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.37 | RTOG | | 0.54 | RTOG | | 0.18 | RTOG | | -0.18 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.18 | RTOR | | 0.00 | RTOR | | 0.32 | |
| RTC | | 0.50 | RTC | | 0.68 | RTC | | 0.18 | RTC | | 0.05 | |
| Addl ICU | | -0.45 | Addl ICU | | -0.68 | Addl ICU | | 0.29 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.29 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 1.07 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4796 | 304 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 38 | 1403 | 89 | 90 | 4146 | 158 | 54 | 4 | 50 | 73 | 10 | 79 | Volume |
| 0.02 | 0.29 | 0.29 | 0.05 | 0.81 | 0.09 | 0.03 | 0.00 | 0.03 | 0.04 | 0.01 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.02 | | V/C | 0.81 | | V/C | 0.00 | | V/C | 0.04 | | 0.881 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.78 | | RTOG | 0.81 | | RTOG | 0.00 | | RTOG | 0.01 | | Right Turn Adjustment |
| RTOR | 0.04 | | RTOR | 0.04 | | RTOR | 0.02 | | RTOR | 0.54 | | |
| RTC | 0.81 | | RTC | 0.84 | | RTC | 0.02 | | RTC | 0.42 | | |
| Addl ICU | -0.52 | | Addl ICU | -0.75 | | Addl ICU | 0.01 | | Addl ICU | -0.37 | | |
| | 0.00 | | | 0.00 | | | 0.01 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.94 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 138 | 991 | 194 | 1770 | 1967 | 449 | 129 | 158 | 110 | 67 | 231 | 376 | Volume |
| 0.08 | 0.19 | 0.11 | 0.52 | 0.39 | 0.26 | 0.04 | 0.09 | 0.06 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.19 | | V/C | 0.52 | | V/C | 0.04 | | V/C | 0.14 | | 0.889 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.19 | | RTOG | 0.63 | | RTOG | 0.15 | | RTOG | 0.14 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.04 | | RTOR | 0.33 | | RTOR | 0.52 | | |
| RTC | 0.25 | | RTC | 0.66 | | RTC | 0.40 | | RTC | 0.53 | | |
| Addl ICU | -0.14 | | Addl ICU | -0.40 | | Addl ICU | -0.34 | | Addl ICU | -0.53 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.94 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 2 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 3400 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 265 | 0 | 210 | 0 | 2202 | 226 | 187 | 1801 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.06 | 0.00 | 0.32 | 0.13 | 0.06 | 0.35 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.16 | V/C | | 0.32 | V/C | | 0.06 | 0.535 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.16 | RTOG | | 0.16 | RTOG | | 0.32 | RTOG | | 0.38 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.03 | RTOR | | 0.16 | RTOR | | 0.16 | |
| RTC | | -0.11 | RTC | | 0.18 | RTC | | 0.44 | RTC | | 0.50 | |
| Addl ICU | | 0.11 | Addl ICU | | -0.11 | Addl ICU | | -0.31 | Addl ICU | | -0.50 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.58 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4618 | 482 | Total Saturation |
| 73 | 0 | 142 | 0 | 0 | 0 | 0 | 2336 | 140 | 0 | 1963 | 205 | Volume |
| 0.04 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.69 | 0.00 | 0.00 | 0.43 | 0.43 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.69 | V/C | | 0.00 | 0.730 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | -0.04 | RTOG | | 0.69 | RTOG | | 0.69 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.26 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.04 | RTC | | 0.15 | RTC | | 0.72 | RTC | | 0.72 | |
| Addl ICU | | 0.04 | Addl ICU | | -0.15 | Addl ICU | | -0.72 | Addl ICU | | -0.29 | |
| | | 0.04 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.82 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 293 | 447 | 122 | 298 | 1499 | 745 | 647 | 1597 | 900 | 341 | 1474 | 254 | Volume |
| 0.09 | 0.09 | 0.00 | 0.09 | 0.29 | 0.00 | 0.13 | 0.31 | 0.53 | 0.10 | 0.29 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.09 | V/C | | 0.29 | V/C | | 0.13 | V/C | | 0.29 | 0.800 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.29 | RTOG | | 0.29 | RTOG | | 0.32 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.13 | RTOR | | 0.09 | RTOR | | 0.29 | |
| RTC | | 0.37 | RTC | | 0.39 | RTC | | 0.38 | RTC | | 0.51 | |
| Addl ICU | | -0.37 | Addl ICU | | -0.39 | Addl ICU | | 0.15 | Addl ICU | | -0.36 | |
| | | 0.00 | | | 0.00 | | | 0.15 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 1.00 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5026 | 74 | 1700 | 590 | 1110 | 1700 | 1700 | 1700 | Total Saturation |
| 101 | 1286 | 92 | 74 | 2172 | 32 | 4 | 17 | 32 | 274 | 60 | 197 | Volume |
| 0.06 | 0.25 | 0.00 | 0.04 | 0.43 | 0.43 | 0.00 | 0.03 | 0.03 | 0.16 | 0.04 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.06 | V/C | | 0.43 | V/C | | 0.03 | V/C | | 0.16 | 0.682 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.45 | RTOG | | 0.43 | RTOG | | 0.03 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.15 | RTOR | | 0.06 | RTOR | | 0.24 | |
| RTC | | 0.57 | RTC | | 0.55 | RTC | | 0.07 | RTC | | 0.37 | |
| Addl ICU | | -0.57 | Addl ICU | | -0.12 | Addl ICU | | -0.04 | Addl ICU | | -0.25 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.73 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 4930 | 170 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 166 | 1290 | 234 | 113 | 2142 | 74 | 13 | 12 | 29 | 401 | 41 | 109 | Volume |
| 0.10 | 0.25 | 0.00 | 0.03 | 0.43 | 0.43 | 0.01 | 0.01 | 0.00 | 0.12 | 0.02 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.10 | V/C | | 0.43 | V/C | | 0.01 | V/C | | 0.12 | 0.657 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.50 | RTOG | | 0.43 | RTOG | | 0.01 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.10 | RTOR | | 0.10 | RTOR | | 0.28 | |
| RTC | | 0.59 | RTC | | 0.51 | RTC | | 0.08 | RTC | | 0.33 | |
| Addl ICU | | -0.59 | Addl ICU | | -0.08 | Addl ICU | | -0.08 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.71 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2749 | 651 | Total Saturation |
| 5 | 1070 | 121 | 92 | 1177 | 1157 | 597 | 168 | 10 | 200 | 431 | 102 | Volume |
| 0.00 | 0.21 | 0.00 | 0.03 | 0.23 | 0.00 | 0.18 | 0.05 | 0.01 | 0.06 | 0.16 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.21 | V/C | | 0.23 | V/C | | 0.18 | V/C | | 0.16 | 0.773 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.23 | RTOG | | 0.27 | RTOG | | 0.16 | Right Turn Adjustment |
| RTOR | | 0.28 | RTOR | | 0.18 | RTOR | | 0.01 | RTOR | | 0.02 | |
| RTC | | 0.42 | RTC | | 0.36 | RTC | | 0.28 | RTC | | 0.17 | |
| Addl ICU | | -0.42 | Addl ICU | | -0.36 | Addl ICU | | -0.27 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.82 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3903 | 345 | 0 | 1169 | 0 | 0 | 0 | 0 | 167 | 0 | 1451 | Volume |
| 0.00 | 0.57 | 0.00 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.28 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.57 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.10 | 0.672 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.57 | RTOG | | 0.57 | RTOG | | -0.10 | RTOG | | 0.10 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.10 | RTOR | | 0.34 | RTOR | | 0.00 | |
| RTC | | 0.65 | RTC | | 0.65 | RTC | | 0.16 | RTC | | 0.10 | |
| Addl ICU | | -0.65 | Addl ICU | | -0.65 | Addl ICU | | -0.16 | Addl ICU | | 0.19 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.19 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.91 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 1478 | 0 | 0 | 996 | 400 | 2676 | 0 | 547 | 0 | 0 | 0 | Volume |
| 0.00 | 0.29 | 0.00 | 0.00 | 0.20 | 0.00 | 0.52 | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.29 | V/C | | 0.00 | V/C | | 0.52 | V/C | | 0.00 | 0.815 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.29 | RTOG | | 0.29 | RTOG | | 0.52 | RTOG | | -0.52 | Right Turn Adjustment |
| RTOR | | 0.52 | RTOR | | 0.52 | RTOR | | 0.09 | RTOR | | 0.00 | |
| RTC | | 0.68 | RTC | | 0.68 | RTC | | 0.60 | RTC | | -0.52 | |
| Addl ICU | | -0.68 | Addl ICU | | -0.68 | Addl ICU | | -0.27 | Addl ICU | | 0.52 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.86 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 307 | 0 | 447 | 0 | 792 | 392 | 427 | 1255 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.18 | 0.00 | 0.13 | 0.00 | 0.23 | 0.23 | 0.13 | 0.37 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.37 | 0.550 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.18 | RTOG | | 0.18 | RTOG | | 0.24 | RTOG | | 0.37 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.00 | RTOR | | 0.18 | RTOR | | 0.18 | |
| RTC | | -0.08 | RTC | | 0.18 | RTC | | 0.38 | RTC | | 0.50 | |
| Addl ICU | | 0.08 | Addl ICU | | -0.05 | Addl ICU | | -0.15 | Addl ICU | | -0.50 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.60 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 281 | 0 | 642 | 0 | 0 | 0 | 0 | 1082 | 38 | 113 | 1399 | 0 | Volume |
| 0.08 | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.32 | 0.00 | 0.07 | 0.41 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.41 | 0.494 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | -0.08 | RTOG | | 0.35 | RTOG | | 0.41 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.08 | |
| RTC | | 0.15 | RTC | | -0.08 | RTC | | 0.41 | RTC | | 0.47 | |
| Addl ICU | | 0.04 | Addl ICU | | 0.08 | Addl ICU | | -0.41 | Addl ICU | | -0.47 | |
| | | 0.04 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.58 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 234 | 19 | 109 | 155 | 69 | 20 | 20 | 986 | 194 | 436 | 1351 | 25 | Volume |
| 0.14 | 0.01 | 0.06 | 0.09 | 0.02 | 0.01 | 0.01 | 0.29 | 0.11 | 0.26 | 0.40 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.14 | V/C | | 0.02 | V/C | | 0.29 | V/C | | 0.26 | 0.704 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.02 | RTOG | | 0.29 | RTOG | | 0.53 | Right Turn Adjustment |
| RTOR | | 0.26 | RTOR | | 0.15 | RTOR | | 0.14 | RTOR | | 0.15 | |
| RTC | | 0.26 | RTC | | 0.13 | RTC | | 0.39 | RTC | | 0.64 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.12 | Addl ICU | | -0.28 | Addl ICU | | -0.63 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.75 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 0.5 | 0.0 | 0.5 | 0.5 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 1305 | 395 | 505 | 392 | 1308 | 340 | Total Saturation |
| 27 | 155 | 5 | 46 | 593 | 227 | 43 | 13 | 19 | 18 | 60 | 40 | Volume |
| 0.03 | 0.09 | 0.01 | 0.05 | 0.35 | 0.27 | 0.03 | 0.04 | 0.04 | 0.05 | 0.06 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.03 | V/C | | 0.35 | V/C | | 0.03 | V/C | | 0.06 | 0.474 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.33 | RTOG | | 0.35 | RTOG | | 0.05 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.29 | |
| RTC | | 0.37 | RTC | | 0.37 | RTC | | 0.07 | RTC | | 0.28 | |
| Addl ICU | | -0.36 | Addl ICU | | -0.11 | Addl ICU | | -0.04 | Addl ICU | | -0.22 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.52 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 1 | 2 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 1700 | 3400 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 144 | 54 | 71 | 313 | 448 | 631 | 187 | 2044 | 333 | 125 | 1587 | 71 | Volume |
| 0.04 | 0.02 | 0.04 | 0.18 | 0.26 | 0.19 | 0.06 | 0.40 | 0.20 | 0.04 | 0.31 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.26 | V/C | | 0.40 | V/C | | 0.04 | 0.743 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.26 | RTOG | | 0.40 | RTOG | | 0.38 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.13 | RTOR | | 0.04 | RTOR | | 0.29 | |
| RTC | | 0.15 | RTC | | 0.36 | RTC | | 0.43 | RTC | | 0.60 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.17 | Addl ICU | | -0.24 | Addl ICU | | -0.56 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.79 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3269 | 131 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3221 | 179 | Total Saturation |
| 99 | 50 | 2 | 20 | 359 | 839 | 744 | 343 | 624 | 30 | 613 | 34 | Volume |
| 0.03 | 0.02 | 0.02 | 0.01 | 0.11 | 0.49 | 0.22 | 0.10 | 0.37 | 0.02 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.03 | V/C | | 0.11 | V/C | | 0.22 | V/C | | 0.19 | 0.544 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.11 | RTOG | | 0.39 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.31 | RTOR | | 0.22 | RTOR | | 0.03 | RTOR | | 0.12 | |
| RTC | | 0.35 | RTC | | 0.27 | RTC | | 0.41 | RTC | | 0.28 | |
| Addl ICU | | -0.34 | Addl ICU | | 0.22 | Addl ICU | | -0.05 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.22 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.82 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 419 | 0 | 143 | 74 | 960 | 0 | 0 | 568 | 130 | Volume |
| 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.08 | 0.04 | 0.28 | 0.00 | 0.00 | 0.17 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.28 | V/C | | 0.00 | 0.406 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.12 | RTOG | | 0.12 | RTOG | | 0.28 | RTOG | | 0.24 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.12 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | -0.12 | RTC | | 0.21 | RTC | | 0.37 | RTC | | 0.33 | |
| Addl ICU | | 0.12 | Addl ICU | | -0.13 | Addl ICU | | -0.37 | Addl ICU | | -0.25 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.46 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 32 | 0 | 43 | 0 | 0 | 0 | 0 | 2926 | 196 | 149 | 1662 | 0 | Volume |
| 0.02 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.57 | 0.12 | 0.09 | 0.33 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.02 | | V/C | 0.00 | | V/C | 0.57 | | V/C | 0.09 | | 0.680 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.02 | | RTOG | -0.02 | | RTOG | 0.57 | | RTOG | 0.66 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.34 | | RTOR | 0.02 | | RTOR | 0.02 | | |
| RTC | 0.08 | | RTC | 0.23 | | RTC | 0.59 | | RTC | 0.68 | | |
| Addl ICU | -0.06 | | Addl ICU | -0.23 | | Addl ICU | -0.47 | | Addl ICU | -0.68 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.73 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 148 | 602 | 147 | 251 | 310 | 248 | 242 | 529 | 72 | 145 | 1004 | 448 | Volume |
| 0.09 | 0.18 | 0.09 | 0.07 | 0.09 | 0.15 | 0.07 | 0.16 | 0.04 | 0.04 | 0.30 | 0.26 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.18 | V/C | | 0.07 | V/C | | 0.07 | V/C | | 0.30 | 0.617 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.16 | RTOG | | 0.32 | RTOG | | 0.30 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.07 | RTOR | | 0.16 | RTOR | | 0.07 | |
| RTC | | 0.34 | RTC | | 0.22 | RTC | | 0.44 | RTC | | 0.35 | |
| Addl ICU | | -0.25 | Addl ICU | | -0.07 | Addl ICU | | -0.40 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.67 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 761 | 689 | 284 | 75 | 281 | 204 | 281 | 1062 | 454 | 181 | 1169 | 117 | Volume |
| 0.22 | 0.20 | 0.17 | 0.04 | 0.08 | 0.12 | 0.08 | 0.21 | 0.00 | 0.05 | 0.23 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.22 | V/C | | 0.08 | V/C | | 0.08 | V/C | | 0.23 | 0.618 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.26 | RTOG | | 0.08 | RTOG | | 0.26 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.08 | RTOR | | 0.22 | RTOR | | 0.10 | |
| RTC | | 0.34 | RTC | | 0.14 | RTC | | 0.43 | RTC | | 0.31 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.02 | Addl ICU | | -0.43 | Addl ICU | | -0.24 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.67 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 1700 | 7107 | 1393 | 3400 | 1700 | 3400 | 3400 | 2550 | 850 | Total Saturation |
| 979 | 966 | 73 | 57 | 2388 | 468 | 137 | 43 | 222 | 29 | 51 | 17 | Volume |
| 0.29 | 0.14 | 0.04 | 0.03 | 0.34 | 0.34 | 0.04 | 0.03 | 0.07 | 0.01 | 0.02 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.29 | | V/C | 0.34 | | V/C | 0.04 | | V/C | 0.02 | | 0.684 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.59 | | RTOG | 0.34 | | RTOG | 0.05 | | RTOG | 0.02 | | Right Turn Adjustment |
| RTOR | 0.04 | | RTOR | 0.04 | | RTOR | 0.29 | | RTOR | 0.48 | | |
| RTC | 0.62 | | RTC | 0.37 | | RTC | 0.27 | | RTC | 0.38 | | |
| Addl ICU | -0.57 | | Addl ICU | -0.03 | | Addl ICU | -0.20 | | Addl ICU | -0.36 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.73 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 106 | 1594 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 311 | 5 | 75 | 75 | 79 | 312 | 16 | 1102 | 127 | 43 | 1441 | 0 | Volume |
| 0.09 | 0.05 | 0.05 | 0.04 | 0.05 | 0.18 | 0.01 | 0.32 | 0.07 | 0.03 | 0.42 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.09 | V/C | | 0.05 | V/C | | 0.01 | V/C | | 0.42 | 0.571 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.05 | RTOG | | 0.41 | RTOG | | 0.42 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.01 | RTOR | | 0.09 | RTOR | | 0.09 | |
| RTC | | 0.18 | RTC | | 0.05 | RTC | | 0.48 | RTC | | 0.49 | |
| Addl ICU | | -0.13 | Addl ICU | | 0.13 | Addl ICU | | -0.40 | Addl ICU | | -0.49 | |
| | | 0.00 | | | 0.13 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.75 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 72 | 68 | 150 | 424 | 111 | 208 | 102 | 2395 | 68 | 101 | 1405 | 153 | Volume |
| 0.04 | 0.04 | 0.09 | 0.12 | 0.07 | 0.12 | 0.06 | 0.47 | 0.04 | 0.06 | 0.28 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.12 | V/C | | 0.47 | V/C | | 0.06 | 0.694 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.12 | RTOG | | 0.47 | RTOG | | 0.47 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.25 | RTOR | | 0.10 | RTOR | | 0.12 | |
| RTC | | 0.08 | RTC | | 0.31 | RTC | | 0.54 | RTC | | 0.56 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.19 | Addl ICU | | -0.50 | Addl ICU | | -0.47 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.75 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2804 | 596 | 1700 | 3098 | 302 | 1700 | 181 | 1519 | 1700 | 1551 | 149 | Total Saturation |
| 82 | 193 | 41 | 5 | 688 | 67 | 5 | 5 | 42 | 129 | 52 | 5 | Volume |
| 0.05 | 0.07 | 0.07 | 0.00 | 0.22 | 0.22 | 0.00 | 0.03 | 0.03 | 0.08 | 0.03 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.05 | | V/C | 0.22 | | V/C | 0.03 | | V/C | 0.08 | | 0.374 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.27 | | RTOG | 0.22 | | RTOG | 0.03 | | RTOG | 0.10 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.07 | | RTOR | 0.05 | | RTOR | 0.20 | | |
| RTC | 0.32 | | RTC | 0.27 | | RTC | 0.06 | | RTC | 0.25 | | |
| Addl ICU | -0.26 | | Addl ICU | -0.05 | | Addl ICU | -0.04 | | Addl ICU | -0.22 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.42 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | Total Saturation |
| 65 | 301 | 271 | 151 | 824 | 16 | 5 | 125 | 18 | 173 | 39 | 12 | Volume |
| 0.08 | 0.18 | 0.32 | 0.18 | 0.48 | 0.02 | 0.01 | 0.07 | 0.02 | 0.20 | 0.02 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.08 | V/C | | 0.48 | V/C | | 0.07 | V/C | | 0.20 | 0.838 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.38 | RTOG | | 0.48 | RTOG | | 0.07 | RTOG | | 0.27 | Right Turn Adjustment |
| RTOR | | 0.20 | RTOR | | 0.25 | RTOR | | 0.08 | RTOR | | 0.38 | |
| RTC | | 0.54 | RTC | | 0.68 | RTC | | 0.13 | RTC | | 0.56 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.66 | Addl ICU | | -0.11 | Addl ICU | | -0.55 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.89 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3292 | 108 | 1700 | 2625 | 775 | 1700 | 189 | 1511 | 1700 | 1314 | 386 | Total Saturation |
| 15 | 153 | 5 | 5 | 650 | 192 | 17 | 5 | 40 | 73 | 17 | 5 | Volume |
| 0.01 | 0.05 | 0.05 | 0.00 | 0.25 | 0.25 | 0.01 | 0.03 | 0.03 | 0.04 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.25 | V/C | | 0.03 | V/C | | 0.04 | 0.326 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.25 | RTOG | | 0.25 | RTOG | | 0.03 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.06 | RTOR | | 0.01 | RTOR | | 0.21 | |
| RTC | | 0.29 | RTC | | 0.29 | RTC | | 0.03 | RTC | | 0.22 | |
| Addl ICU | | -0.24 | Addl ICU | | -0.04 | Addl ICU | | -0.01 | Addl ICU | | -0.20 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1208 | 492 | 850 | 1580 | 120 | 850 | 1529 | 171 | 850 | 1243 | 457 | Total Saturation |
| 12 | 54 | 22 | 37 | 185 | 14 | 13 | 419 | 47 | 5 | 242 | 89 | Volume |
| 0.01 | 0.04 | 0.04 | 0.04 | 0.12 | 0.12 | 0.02 | 0.27 | 0.27 | 0.01 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.12 | V/C | | 0.27 | V/C | | 0.01 | 0.411 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.12 | RTOG | | 0.27 | RTOG | | 0.26 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.09 | RTOR | | 0.01 | RTOR | | 0.09 | |
| RTC | | 0.09 | RTC | | 0.18 | RTC | | 0.28 | RTC | | 0.33 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.06 | Addl ICU | | -0.01 | Addl ICU | | -0.13 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.46 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 218 | 0 | 142 | 0 | 0 | 0 | 0 | 2423 | 130 | 25 | 1660 | 0 | Volume |
| 0.13 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.48 | 0.08 | 0.01 | 0.33 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.48 | V/C | | 0.01 | 0.618 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | -0.13 | RTOG | | 0.48 | RTOG | | 0.49 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.16 | RTOR | | 0.13 | RTOR | | 0.13 | |
| RTC | | 0.14 | RTC | | -0.01 | RTC | | 0.57 | RTC | | 0.59 | |
| Addl ICU | | -0.06 | Addl ICU | | 0.01 | Addl ICU | | -0.49 | Addl ICU | | -0.59 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 15 | 25 | 0 | 0 | 23 | 163 | 71 | 0 | 18 | 0 | 0 | 0 | Volume |
| 0.01 | 0.01 | 0.00 | 0.00 | 0.01 | 0.10 | 0.04 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.01 | V/C | | 0.01 | V/C | | 0.04 | V/C | | 0.00 | 0.064 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.01 | RTOG | | 0.04 | RTOG | | -0.04 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.05 | RTC | | 0.04 | RTC | | 0.05 | RTC | | -0.04 | |
| Addl ICU | | -0.05 | Addl ICU | | 0.05 | Addl ICU | | -0.04 | Addl ICU | | 0.04 | |
| | | 0.00 | | | 0.05 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.17 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 121 | 1579 | 0 | 0 | 1568 | 132 | Total Saturation |
| 0 | 0 | 0 | 86 | 0 | 62 | 27 | 351 | 0 | 0 | 261 | 22 | Volume |
| 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.07 | 0.22 | 0.22 | 0.00 | 0.00 | 0.17 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.10 | V/C | | 0.22 | V/C | | 0.17 | 0.490 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.10 | RTOG | | 0.10 | RTOG | | 0.39 | RTOG | | 0.17 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.22 | RTOR | | 0.10 | RTOR | | 0.10 | |
| RTC | | 0.02 | RTC | | 0.27 | RTC | | 0.46 | RTC | | 0.24 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.20 | Addl ICU | | -0.46 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.54 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1530 | 170 | Total Saturation |
| 0 | 0 | 0 | 22 | 0 | 48 | 33 | 420 | 0 | 0 | 225 | 25 | Volume |
| 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.06 | 0.02 | 0.25 | 0.00 | 0.00 | 0.15 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.25 | V/C | | 0.00 | 0.273 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.03 | RTOG | | 0.03 | RTOG | | 0.25 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.10 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | -0.03 | RTC | | 0.10 | RTC | | 0.27 | RTC | | 0.25 | |
| Addl ICU | | 0.03 | Addl ICU | | -0.04 | Addl ICU | | -0.27 | Addl ICU | | -0.10 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.32 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 47 | 5 | 73 | 196 | 34 | 127 | 46 | 2824 | 45 | 39 | 1484 | 20 | Volume |
| 0.03 | 0.00 | 0.04 | 0.12 | 0.02 | 0.07 | 0.03 | 0.55 | 0.03 | 0.02 | 0.29 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.55 | V/C | | 0.02 | 0.695 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.09 | RTOG | | 0.55 | RTOG | | 0.55 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.29 | RTOR | | 0.10 | RTOR | | 0.12 | |
| RTC | | 0.02 | RTC | | 0.30 | RTC | | 0.63 | RTC | | 0.64 | |
| Addl ICU | | 0.02 | Addl ICU | | -0.23 | Addl ICU | | -0.60 | Addl ICU | | -0.62 | |
| | | 0.02 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.77 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1545 | 155 | 1700 | 1674 | 26 | 1700 | 1459 | 241 | 1700 | 1662 | 38 | Total Saturation |
| 5 | 50 | 5 | 5 | 320 | 5 | 5 | 364 | 60 | 5 | 218 | 5 | Volume |
| 0.00 | 0.03 | 0.03 | 0.00 | 0.19 | 0.19 | 0.00 | 0.25 | 0.25 | 0.00 | 0.13 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.19 | V/C | | 0.25 | V/C | | 0.00 | 0.446 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.19 | RTOG | | 0.25 | RTOG | | 0.25 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.12 | RTOR | | 0.00 | RTOR | | 0.16 | |
| RTC | | 0.19 | RTC | | 0.28 | RTC | | 0.25 | RTC | | 0.37 | |
| Addl ICU | | -0.16 | Addl ICU | | -0.09 | Addl ICU | | 0.00 | Addl ICU | | -0.24 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.50 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 163 | 0 | 229 | 100 | 622 | 0 | 0 | 876 | 123 | Volume |
| 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.13 | 0.06 | 0.18 | 0.00 | 0.00 | 0.26 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.10 | V/C | | 0.06 | V/C | | 0.26 | 0.412 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.10 | RTOG | | 0.10 | RTOG | | 0.32 | RTOG | | 0.26 | Right Turn Adjustment |
| RTOR | | 0.13 | RTOR | | 0.06 | RTOR | | 0.10 | RTOR | | 0.10 | |
| RTC | | 0.00 | RTC | | 0.14 | RTC | | 0.39 | RTC | | 0.33 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.01 | Addl ICU | | -0.39 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.46 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1212 | 488 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 48 | 15 | 241 | 148 | 72 | 29 | 20 | 2854 | 147 | 449 | 1602 | 61 | Volume |
| 0.03 | 0.01 | 0.14 | 0.09 | 0.06 | 0.06 | 0.01 | 0.56 | 0.09 | 0.13 | 0.31 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.01 | | V/C | 0.09 | | V/C | 0.56 | | V/C | 0.13 | | 0.788 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.01 | | RTOG | 0.07 | | RTOG | 0.56 | | RTOG | 0.68 | | Right Turn Adjustment |
| RTOR | 0.13 | | RTOR | 0.38 | | RTOR | 0.04 | | RTOR | 0.09 | | |
| RTC | 0.11 | | RTC | 0.35 | | RTC | 0.59 | | RTC | 0.75 | | |
| Addl ICU | 0.03 | | Addl ICU | -0.29 | | Addl ICU | -0.50 | | Addl ICU | -0.71 | | |
| | 0.03 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.87 |

INTERSECTION ANALYSIS WORKSHEETS

**POST YEAR 2035 – NO PROJECT
2011 APPROVED PROJECT
PM PEAK HOUR**

IUSD High School #5 TIA
 Post Year 2035 No Project
 2011 Approved Project

Impact Analysis Report
 Level Of Service

| Intersection | Base | | Future | | Change in | |
|-------------------------------------|-------------|----------------|-------------|----------------|--------------|-----|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | | |
| #282 Jeffrey Rd & Portola Pkwy | D | xxxxxx 0.819 | D | xxxxxx 0.819 | + 0.000 | V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxxx 0.972 | E | xxxxxx 0.972 | + 0.000 | V/C |
| #284 Jeffrey Rd & Bryan Ave | C | xxxxxx 0.792 | C | xxxxxx 0.792 | + 0.000 | V/C |
| #285 Jeffrey Rd & Trabuco Rd | D | xxxxxx 0.899 | D | xxxxxx 0.899 | + 0.000 | V/C |
| #300 Sand Canyon Ave & Portola Pkwy | B | xxxxxx 0.637 | B | xxxxxx 0.637 | + 0.000 | V/C |
| #301 Sand Canyon Ave & Irvine Blvd | D | xxxxxx 0.819 | D | xxxxxx 0.819 | + 0.000 | V/C |
| #302 Sand Canyon Ave & Trabuco Rd | D | xxxxxx 0.895 | D | xxxxxx 0.895 | + 0.000 | V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | E | 61.3 1.082 | E | 61.3 1.082 | + 0.000 | D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 17.3 0.867 | B | 17.3 0.867 | + 0.000 | D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxxx 1.190 | F | xxxxxx 1.190 | + 0.000 | V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | A | 7.4 0.567 | A | 7.4 0.567 | + 0.000 | D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 16.8 0.879 | B | 16.8 0.879 | + 0.000 | D/V |
| #338 Alton Pkwy & Irvine Blvd | F | xxxxxx 1.053 | F | xxxxxx 1.053 | + 0.000 | V/C |
| #339 Alton Pkwy & Toledo Wy | B | xxxxxx 0.675 | B | xxxxxx 0.675 | + 0.000 | V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx 0.586 | A | xxxxxx 0.586 | + 0.000 | V/C |
| #341 Alton Pkwy & Barranca Pkwy | C | xxxxxx 0.794 | C | xxxxxx 0.794 | + 0.000 | V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | A | 7.7 0.586 | A | 7.7 0.586 | + 0.000 | D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 22.9 0.848 | C | 22.9 0.848 | + 0.000 | D/V |
| #444 Sand Canyon Ave & Burt Rd | E | xxxxxx 0.997 | E | xxxxxx 0.997 | + 0.000 | V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 12.4 0.552 | B | 12.4 0.552 | + 0.000 | D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | C | 20.8 0.590 | C | 20.8 0.590 | + 0.000 | D/V |
| #556 Ridge Valley & Portola Pkwy | E | xxxxxx 0.909 | E | xxxxxx 0.909 | + 0.000 | V/C |
| #557 "O" St & "C" St | A | 2.7 0.247 | A | 2.7 0.247 | + 0.000 | V/C |

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| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #558 "O" St & Irvine Blvd | D xxxxxx | 0.880 | D xxxxxx | 0.880 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | C xxxxxx | 0.740 | C xxxxxx | 0.740 | + 0.000 V/C |
| #560 "O" St & Marine Wy | B xxxxxx | 0.645 | B xxxxxx | 0.645 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | C xxxxxx | 0.755 | C xxxxxx | 0.755 | + 0.000 V/C |
| #566 Marine Wy & Barranca Pkwy | B xxxxxx | 0.663 | B xxxxxx | 0.663 | + 0.000 V/C |
| #567 Marine Wy & Alton Pkwy | C xxxxxx | 0.705 | C xxxxxx | 0.705 | + 0.000 V/C |
| #569 Bake Pkwy & Marine Wy | D xxxxxx | 0.811 | D xxxxxx | 0.811 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | B xxxxxx | 0.662 | B xxxxxx | 0.662 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | D xxxxxx | 0.877 | D xxxxxx | 0.877 | + 0.000 V/C |
| #603 "O" St & "LN" St | A xxxxxx | 0.383 | A xxxxxx | 0.383 | + 0.000 V/C |
| #605 "O" St & "LQ" St | A 3.2 | 0.407 | A 3.2 | 0.407 | + 0.000 V/C |
| #608 "O" St & "LV" St | A xxxxxx | 0.336 | A xxxxxx | 0.336 | + 0.000 V/C |
| #626 "LY" St & "LQ" St | A 4.6 | 0.313 | A 4.6 | 0.313 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | B xxxxxx | 0.675 | B xxxxxx | 0.675 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A 9.7 | 0.140 | A 9.7 | 0.140 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A 4.3 | 0.321 | A 4.3 | 0.321 | + 0.000 V/C |
| #787 "Z" St & "LQ" St | B 13.3 | 0.075 | B 13.3 | 0.075 | + 0.000 D/V |
| #790 "Z" St & Irvine Blvd | C xxxxxx | 0.791 | C xxxxxx | 0.791 | + 0.000 V/C |
| #798 "B" St & "LQ" St | A xxxxxx | 0.338 | A xxxxxx | 0.338 | + 0.000 V/C |
| #799 "B" St & Marine Wy | B xxxxxx | 0.611 | B xxxxxx | 0.611 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | E xxxxxx | 0.916 | E xxxxxx | 0.916 | + 0.000 V/C |

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Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

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Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|----|---|--------------|----|-----|------------|---|----|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 24 | 50 | 0 | 0 | 27 | 150 | 121 | 0 | 17 | 0 | 0 | 0 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.7 | | | xxxxxx | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=138]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=389]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|-----|-----|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 24 | | 50 | | 0 | 0 | | 27 | | 150 | 121 | | 0 | | 17 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | | | | | | | 251 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 138 | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | 969 | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Peak Hour Delay Signal Warrant Report

 Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|----|---|---|--------------|---|----|-----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 28 | | 40 | 282 | 0 | | | 0 | 356 | 17 | | |
| ApproachDel: | xxxxxx | | | | 13.3 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.2]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=57]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=752]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|----|---|----|--------------|---|----|-----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 28 | | | 40 | 282 | 0 | | | 0 | 356 | 17 | | |
| Major Street Volume: | | | | | 695 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 57 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 410 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 796 | 215 | 141 | 412 | 257 | 75 | 350 | 892 | 386 | 531 | 691 | 156 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 796 | 215 | 141 | 412 | 257 | 75 | 350 | 892 | 386 | 531 | 691 | 156 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 796 | 215 | 0 | 412 | 257 | 75 | 350 | 892 | 386 | 531 | 691 | 156 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 796 | 215 | 0 | 412 | 257 | 75 | 350 | 892 | 386 | 531 | 691 | 156 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 796 | 215 | 0 | 412 | 257 | 75 | 350 | 892 | 386 | 531 | 691 | 156 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.45 | 0.55 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 4161 | 939 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.23 | 0.13 | 0.00 | 0.24 | 0.15 | 0.04 | 0.21 | 0.17 | 0.23 | 0.16 | 0.17 | 0.17 |
| Crit Moves: | **** | | | **** | | | **** | | **** | **** | | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.972
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 166 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module table with 12 columns representing capacity and critical moves like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | |
| Rights: | Include | | | Include | | | Include | | | WideBypass | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 386 | 1452 | 422 | 83 | 863 | 292 | 263 | 237 | 245 | 227 | 227 | 106 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 386 | 1452 | 422 | 83 | 863 | 292 | 263 | 237 | 245 | 227 | 227 | 106 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 386 | 1452 | 422 | 83 | 863 | 292 | 263 | 237 | 245 | 227 | 227 | 106 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 386 | 1452 | 422 | 83 | 863 | 292 | 263 | 237 | 245 | 227 | 227 | 106 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 386 | 1452 | 422 | 83 | 863 | 292 | 263 | 237 | 245 | 227 | 227 | 106 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.32 | 0.68 | 2.00 | 3.00 | 1.00 | 1.00 | 0.98 | 1.02 | 2.00 | 0.68 | 0.32 |
| Final Sat.: | 3400 | 3952 | 1148 | 3400 | 5100 | 1700 | 1700 | 1672 | 1728 | 3400 | 1159 | 541 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.11 | 0.37 | 0.37 | 0.02 | 0.17 | 0.17 | 0.15 | 0.14 | 0.14 | 0.07 | 0.20 | 0.20 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.899
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module table with 12 columns representing capacity and critical move factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume metrics (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume) across four approaches.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat. across four approaches.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves across four approaches.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.895
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 84 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 734 | 2131 | 512 | 422 | 820 | 172 | 181 | 574 | 226 | 419 | 494 | 424 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 734 | 2131 | 512 | 422 | 820 | 172 | 181 | 574 | 226 | 419 | 494 | 424 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 734 | 2131 | 0 | 422 | 820 | 172 | 181 | 574 | 0 | 419 | 494 | 424 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 734 | 2131 | 0 | 422 | 820 | 172 | 181 | 574 | 0 | 419 | 494 | 424 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 734 | 2131 | 0 | 422 | 820 | 172 | 181 | 574 | 0 | 419 | 494 | 424 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.22 | 0.42 | 0.00 | 0.12 | 0.16 | 0.10 | 0.05 | 0.11 | 0.00 | 0.12 | 0.15 | 0.25 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.082
Loss Time (sec): 0 Average Delay (sec/veh): 61.3
Optimal Cycle: 180 Level Of Service: E

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 0 Average Delay (sec/veh): 17.3
Optimal Cycle: 171 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.190
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 13 columns for saturation flow factors: Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis: Vol/Sat and Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 0 Average Delay (sec/veh): 7.4
Optimal Cycle: 53 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.879
Loss Time (sec): 0 Average Delay (sec/veh): 16.8
Optimal Cycle: 180 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.053
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 0 Average Delay (sec/veh): 7.7
Optimal Cycle: 55 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume adjustments (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume).

Saturation Flow Module: Table with 12 columns for saturation flow adjustments (Sat/Lane, Adjustment, Lanes, Final Sat.).

Capacity Analysis Module: Table with 12 columns for capacity analysis (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ).

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 0 Average Delay (sec/veh): 22.9
Optimal Cycle: 150 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.997
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns for various adjustment factors (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume) and values for four approaches.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. and values for four approaches.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves and values for four approaches.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 0 Average Delay (sec/veh): 12.4
Optimal Cycle: 51 Level Of Service: B

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.590
Loss Time (sec): 0 Average Delay (sec/veh): 20.8
Optimal Cycle: 56 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.909
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume types (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume) and 4 rows for North, South, East, and West bounds.

Saturation Flow Module table with 12 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity analysis values and 2 rows for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.7 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing traffic volumes and adjustment factors for various vehicle types and conditions.

PCE Module:

Table with 13 columns representing PCE (Passenger Car Equivalent) volumes for different vehicle types.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics: CircVolume, MaxVolume, PedVolume, AdjMaxVol, ApproachVol, ApproachV/C, ApproachDel, ApproachLOS, Queue.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.880
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume metrics and 12 rows of adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 4 rows of capacity analysis data.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 414 | 0 | 254 | 229 | 678 | 0 | 0 | 957 | 528 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 414 | 0 | 254 | 229 | 678 | 0 | 0 | 957 | 528 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 414 | 0 | 254 | 229 | 678 | 0 | 0 | 957 | 528 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 414 | 0 | 254 | 229 | 678 | 0 | 0 | 957 | 528 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 414 | 0 | 254 | 229 | 678 | 0 | 0 | 957 | 528 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.15 | 0.13 | 0.20 | 0.00 | 0.00 | 0.28 | 0.31 |
| Crit Moves: | | | | | | **** | **** | | | | | **** |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.755
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 167 | 0 | 144 | 0 | 0 | 0 | 0 | 1626 | 53 | 87 | 3093 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 167 | 0 | 144 | 0 | 0 | 0 | 0 | 1626 | 53 | 87 | 3093 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 167 | 0 | 144 | 0 | 0 | 0 | 0 | 1626 | 53 | 87 | 3093 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 167 | 0 | 144 | 0 | 0 | 0 | 0 | 1626 | 53 | 87 | 3093 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 167 | 0 | 144 | 0 | 0 | 0 | 0 | 1626 | 53 | 87 | 3093 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.32 | 0.03 | 0.05 | 0.61 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 38 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 639 | 466 | 252 | 109 | 653 | 273 | 218 | 1029 | 670 | 250 | 951 | 81 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 639 | 466 | 252 | 109 | 653 | 273 | 218 | 1029 | 670 | 250 | 951 | 81 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 639 | 466 | 252 | 109 | 653 | 273 | 218 | 1029 | 0 | 250 | 951 | 81 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 639 | 466 | 252 | 109 | 653 | 273 | 218 | 1029 | 0 | 250 | 951 | 81 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 639 | 466 | 252 | 109 | 653 | 273 | 218 | 1029 | 0 | 250 | 951 | 81 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.19 | 0.14 | 0.15 | 0.06 | 0.19 | 0.16 | 0.06 | 0.20 | 0.00 | 0.07 | 0.19 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing capacity and critical moves.

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Post Year 2035 No Project
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module table with 12 columns representing capacity and critical moves like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.383
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves.

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Post Year 2035 No Project
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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.2 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 13 columns representing different PCE (Passenger Car Equivalent) factors like AutoPCE, TruckPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

IUSD High School #5 TIA
Post Year 2035 No Project
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.336
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns representing various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Post Year 2035 No Project
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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.6 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 12 columns representing different PCE (Passenger Car Equivalent) volumes like AutoPCE, TruckPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

IUSD High School #5 TIA
Post Year 2035 No Project
2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume metrics and 4 columns for North, South, East, and West bounds.

Saturation Flow Module: Table with 12 columns for saturation flow metrics and 4 columns for North, South, East, and West bounds.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics and 4 columns for North, South, East, and West bounds.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: A[9.7]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume).

Critical Gap Module: Table with 12 columns for critical gap and follow-up time components.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap.).

Level of Service Module: Table with 12 columns for level of service components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS).

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.3 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 15 | 0 | 44 | 22 | 320 | 0 | 0 | 299 | 82 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 15 | 0 | 44 | 22 | 320 | 0 | 0 | 299 | 82 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 15 | 0 | 44 | 22 | 320 | 0 | 0 | 299 | 82 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 15 | 0 | 44 | 22 | 320 | 0 | 0 | 299 | 82 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 15 | 0 | 44 | 22 | 320 | 0 | 0 | 299 | 82 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|----|---|----|----|-----|---|---|-----|----|
| AutoPCE: | 0 | 0 | 0 | 15 | 0 | 44 | 22 | 320 | 0 | 0 | 299 | 82 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 15 | 0 | 44 | 22 | 320 | 0 | 0 | 299 | 82 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 357 | 299 | 15 | 22 |
| MaxVolume: | xxxxxx | 1039 | 1192 | 1188 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1039 | 1192 | 1188 |
| ApproachVol: | xxxxxx | 59 | 342 | 381 |
| ApproachV/C: | 1.00 | 0.06 | 0.29 | 0.32 |
| ApproachDel: | xxxxxx | 3.7 | 4.2 | 4.5 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.2 | 1.2 | 1.4 |

IUSD High School #5 TIA
Post Year 2035 No Project
2011 Approved Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[13.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns for gap components. Rows include Critical Gp and FollowUpTim.

Capacity Module: Table with 12 columns for capacity components. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns for LOS components. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 No Project
2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Post Year 2035 No Project
2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.338
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes for "B" St and "LQ" St.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Post Year 2035 No Project
2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Post Year 2035 No Project
2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 97 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 311 | 0 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.18 | 0.00 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.183 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.18 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.10 | RTOR | | 0.00 | |
| RTC | | 0.18 | RTC | | 0.18 | RTC | | 0.08 | RTC | | 0.00 | |
| Addl ICU | | -0.18 | Addl ICU | | -0.18 | Addl ICU | | -0.08 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.23 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 147 | 0 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.09 | 0.00 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.09 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.086 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.09 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.09 | RTC | | 0.09 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | -0.09 | Addl ICU | | -0.09 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.14 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | | | | | | |
|---|------|-------|-----------|-----------|------|----------|------|-----------|--------------|-------|------|-----------------------------------|--|-------------|--|-----------------------|--|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | | | | | | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | | | | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes | | | | | |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 275 | 0 | 0 | 324 | 0 | Volume | | | | | |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | 0.19 | 0.00 | Vol/Sat | | | | | |
| <i>Critical Movements</i> | | | | | | | | | | | | | | | | | |
| Direction | | N/A | | Direction | | N/A | | Direction | | EBL | | Direction | | WBT | | Initial ICU | |
| V/C | | 0.00 | | V/C | | 0.00 | | V/C | | 0.00 | | V/C | | 0.19 | | 0.191 | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | | | | | | |
| RTOG | | 0.00 | | RTOG | | 0.00 | | RTOG | | 0.19 | | RTOG | | 0.19 | | Right Turn Adjustment | |
| RTOR | | 0.03 | | RTOR | | 0.00 | | RTOR | | 0.00 | | RTOR | | 0.00 | | | |
| RTC | | 0.02 | | RTC | | 0.00 | | RTC | | 0.19 | | RTC | | 0.19 | | | |
| Addl ICU | | -0.02 | | Addl ICU | | 0.00 | | Addl ICU | | -0.19 | | Addl ICU | | -0.19 | | | |
| | | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| | | | | | | | | | | | | Clearance Interval | | 0.05 | | | |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | | 0.24 | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 275 | 0 | 0 | 324 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | 0.19 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.19 | 0.191 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.19 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.02 | RTC | | 0.00 | RTC | | 0.19 | RTC | | 0.19 | |
| Addl ICU | | -0.02 | Addl ICU | | 0.00 | Addl ICU | | -0.19 | Addl ICU | | -0.19 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.24 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 275 | 0 | 0 | 380 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.16 | 0.00 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.22 | V/C | | 0.00 | V/C | | 0.00 | 0.224 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.22 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.06 | |
| RTC | | 0.22 | RTC | | 0.22 | RTC | | 0.00 | RTC | | 0.05 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.22 | Addl ICU | | 0.00 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 660 | 0 | 0 | 380 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.39 | 0.00 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.39 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.388 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.39 | RTOG | | 0.39 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.16 | RTOR | | 0.00 | |
| RTC | | 0.39 | RTC | | 0.39 | RTC | | 0.12 | RTC | | 0.00 | |
| Addl ICU | | -0.39 | Addl ICU | | -0.39 | Addl ICU | | -0.12 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.44 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 660 | 0 | 0 | 421 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.39 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.39 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.388 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.39 | RTOG | | 0.39 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.14 | RTOR | | 0.00 | |
| RTC | | 0.39 | RTC | | 0.39 | RTC | | 0.11 | RTC | | 0.00 | |
| Addl ICU | | -0.39 | Addl ICU | | -0.39 | Addl ICU | | -0.11 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.44 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 2 | 3 | 0 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 3400 | 3948 | 1152 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 796 | 215 | 141 | 412 | 257 | 75 | 350 | 892 | 386 | 531 | 691 | 156 | Volume |
| 0.23 | 0.06 | 0.08 | 0.12 | 0.07 | 0.07 | 0.10 | 0.17 | 0.23 | 0.16 | 0.14 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.23 | | V/C | 0.07 | | V/C | 0.17 | | V/C | 0.16 | | 0.630 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.18 | | RTOG | 0.07 | | RTOG | 0.17 | | RTOG | 0.23 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.20 | | RTOR | 0.23 | | RTOR | 0.24 | | |
| RTC | 0.30 | | RTC | 0.21 | | RTC | 0.35 | | RTC | 0.41 | | |
| Addl ICU | -0.21 | | Addl ICU | -0.15 | | Addl ICU | -0.12 | | Addl ICU | -0.31 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 456 | 993 | 404 | 305 | 630 | 228 | 124 | 1455 | 296 | 302 | 2043 | 434 | Volume |
| 0.13 | 0.19 | 0.00 | 0.09 | 0.12 | 0.13 | 0.04 | 0.29 | 0.17 | 0.09 | 0.40 | 0.26 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.19 | V/C | | 0.09 | V/C | | 0.04 | V/C | | 0.40 | 0.721 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.15 | RTOG | | 0.35 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.04 | RTOR | | 0.16 | RTOR | | 0.09 | |
| RTC | | 0.31 | RTC | | 0.18 | RTC | | 0.47 | RTC | | 0.47 | |
| Addl ICU | | -0.31 | Addl ICU | | -0.04 | Addl ICU | | -0.29 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 0.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3952 | 1148 | 3400 | 5100 | 1700 | 1700 | 850 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 386 | 1452 | 422 | 83 | 863 | 292 | 263 | 237 | 245 | 227 | 227 | 106 | Volume |
| 0.11 | 0.37 | 0.37 | 0.02 | 0.17 | 0.17 | 0.15 | 0.28 | 0.10 | 0.07 | 0.13 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.37 | | V/C | 0.02 | | V/C | 0.28 | | V/C | 0.07 | | 0.737 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.37 | | RTOG | 0.28 | | RTOG | 0.28 | | RTOG | 0.19 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.21 | | RTOR | 0.22 | | RTOR | 0.02 | | |
| RTC | 0.42 | | RTC | 0.44 | | RTC | 0.45 | | RTC | 0.21 | | |
| Addl ICU | -0.05 | | Addl ICU | -0.27 | | Addl ICU | -0.35 | | Addl ICU | -0.15 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.79 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 240 | 2095 | 497 | 106 | 1088 | 166 | 380 | 628 | 157 | 265 | 672 | 288 | Volume |
| 0.07 | 0.41 | 0.29 | 0.03 | 0.16 | 0.10 | 0.11 | 0.18 | 0.09 | 0.08 | 0.20 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.41 | | V/C | 0.03 | | V/C | 0.11 | | V/C | 0.20 | | 0.751 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.41 | | RTOG | 0.37 | | RTOG | 0.23 | | RTOG | 0.20 | | Right Turn Adjustment |
| RTOR | 0.12 | | RTOR | 0.11 | | RTOR | 0.28 | | RTOR | 0.03 | | |
| RTC | 0.50 | | RTC | 0.46 | | RTC | 0.44 | | RTC | 0.22 | | |
| Addl ICU | -0.21 | | Addl ICU | -0.36 | | Addl ICU | -0.35 | | Addl ICU | -0.05 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 673 | 0 | 415 | 0 | 0 | 0 | 0 | 889 | 265 | 435 | 1029 | 0 | Volume |
| 0.20 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.26 | 0.16 | 0.13 | 0.30 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.20 | V/C | | 0.00 | V/C | | 0.26 | V/C | | 0.13 | 0.587 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | -0.20 | RTOG | | 0.26 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.13 | RTOR | | 0.09 | RTOR | | 0.20 | RTOR | | 0.20 | |
| RTC | | 0.29 | RTC | | -0.13 | RTC | | 0.41 | RTC | | 0.54 | |
| Addl ICU | | -0.17 | Addl ICU | | 0.13 | Addl ICU | | -0.25 | Addl ICU | | -0.54 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 550 | 869 | 476 | 124 | 589 | 256 | 190 | 1134 | 182 | 446 | 1929 | 482 | Volume |
| 0.16 | 0.17 | 0.14 | 0.04 | 0.17 | 0.15 | 0.06 | 0.17 | 0.11 | 0.13 | 0.38 | 0.28 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.17 | V/C | | 0.06 | V/C | | 0.38 | 0.769 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.30 | RTOG | | 0.17 | RTOG | | 0.30 | RTOG | | 0.38 | Right Turn Adjustment |
| RTOR | | 0.27 | RTOR | | 0.06 | RTOR | | 0.16 | RTOR | | 0.16 | |
| RTC | | 0.50 | RTC | | 0.22 | RTC | | 0.42 | RTC | | 0.50 | |
| Addl ICU | | -0.36 | Addl ICU | | -0.06 | Addl ICU | | -0.32 | Addl ICU | | -0.22 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.82 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 734 | 2131 | 512 | 422 | 820 | 172 | 181 | 574 | 226 | 419 | 494 | 424 | Volume |
| 0.22 | 0.42 | 0.00 | 0.12 | 0.16 | 0.10 | 0.05 | 0.11 | 0.00 | 0.12 | 0.10 | 0.25 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.42 | V/C | | 0.12 | V/C | | 0.11 | V/C | | 0.12 | 0.778 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.33 | RTOG | | 0.11 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.14 | RTOR | | 0.38 | RTOR | | 0.12 | |
| RTC | | 0.51 | RTC | | 0.43 | RTC | | 0.40 | RTC | | 0.28 | |
| Addl ICU | | -0.51 | Addl ICU | | -0.33 | Addl ICU | | -0.40 | Addl ICU | | -0.03 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 1.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 3779 | 1321 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 751 | 2979 | 958 | 221 | 1483 | 277 | 386 | 135 | 243 | 622 | 696 | 459 | Volume |
| 0.22 | 0.44 | 0.56 | 0.07 | 0.22 | 0.16 | 0.10 | 0.10 | 0.07 | 0.18 | 0.27 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.44 | | V/C | 0.07 | | V/C | 0.10 | | V/C | 0.27 | | 0.878 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.44 | | RTOG | 0.28 | | RTOG | 0.19 | | RTOG | 0.27 | | Right Turn Adjustment |
| RTOR | 0.27 | | RTOR | 0.10 | | RTOR | 0.29 | | RTOR | 0.07 | | |
| RTC | 0.64 | | RTC | 0.36 | | RTC | 0.41 | | RTC | 0.32 | | |
| Addl ICU | -0.08 | | Addl ICU | -0.20 | | Addl ICU | -0.33 | | Addl ICU | -0.14 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.93 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 4052 | 315 | 493 | 1865 | 0 | 527 | 0 | 365 | 0 | 0 | 0 | Volume |
| 0.00 | 0.60 | 0.19 | 0.15 | 0.27 | 0.00 | 0.12 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.60 | V/C | | 0.15 | V/C | | 0.12 | V/C | | 0.00 | 0.865 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.60 | RTOG | | 0.74 | RTOG | | 0.12 | RTOG | | -0.12 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.12 | RTOR | | 0.47 | RTOR | | 0.15 | |
| RTC | | 0.69 | RTC | | 0.83 | RTC | | 0.47 | RTC | | -0.02 | |
| Addl ICU | | -0.50 | Addl ICU | | -0.83 | Addl ICU | | -0.33 | Addl ICU | | 0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.91 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4972 | 128 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 5 | 3696 | 95 | 112 | 1963 | 73 | 131 | 9 | 75 | 52 | 5 | 104 | Volume |
| 0.00 | 0.74 | 0.74 | 0.07 | 0.38 | 0.04 | 0.08 | 0.01 | 0.04 | 0.03 | 0.00 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.74 | V/C | | 0.07 | V/C | | 0.08 | V/C | | 0.00 | 0.889 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.74 | RTOG | | 0.81 | RTOG | | 0.05 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.08 | RTOR | | 0.42 | RTOR | | 0.07 | |
| RTC | | 0.80 | RTC | | 0.86 | RTC | | 0.37 | RTC | | 0.05 | |
| Addl ICU | | -0.06 | Addl ICU | | -0.82 | Addl ICU | | -0.32 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.95 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 213 | 1846 | 145 | 678 | 1221 | 220 | 354 | 265 | 92 | 196 | 84 | 1613 | Volume |
| 0.13 | 0.36 | 0.09 | 0.20 | 0.24 | 0.13 | 0.10 | 0.16 | 0.05 | 0.06 | 0.05 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.36 | V/C | | 0.20 | V/C | | 0.16 | V/C | | 0.06 | 0.775 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.36 | RTOG | | 0.44 | RTOG | | 0.16 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.16 | RTOR | | 0.32 | RTOR | | 0.20 | |
| RTC | | 0.41 | RTC | | 0.56 | RTC | | 0.40 | RTC | | 0.26 | |
| Addl ICU | | -0.32 | Addl ICU | | -0.43 | Addl ICU | | -0.34 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.82 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 2 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 3400 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 70 | 0 | 145 | 0 | 1621 | 138 | 218 | 2677 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.04 | 0.00 | 0.24 | 0.08 | 0.06 | 0.52 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.52 | 0.566 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.04 | RTOG | | 0.04 | RTOG | | 0.46 | RTOG | | 0.52 | Right Turn Adjustment |
| RTOR | | 0.29 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.17 | RTC | | 0.04 | RTC | | 0.49 | RTC | | 0.56 | |
| Addl ICU | | -0.17 | Addl ICU | | 0.00 | Addl ICU | | -0.41 | Addl ICU | | -0.56 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.62 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4565 | 535 | Total Saturation |
| 198 | 0 | 446 | 0 | 0 | 0 | 0 | 1622 | 215 | 0 | 2754 | 323 | Volume |
| 0.12 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.48 | 0.00 | 0.00 | 0.60 | 0.60 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.60 | 0.720 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | -0.12 | RTOG | | 0.60 | RTOG | | 0.60 | Right Turn Adjustment |
| RTOR | | 0.13 | RTOR | | 0.00 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | 0.21 | RTC | | -0.12 | RTC | | 0.69 | RTC | | 0.69 | |
| Addl ICU | | 0.05 | Addl ICU | | 0.12 | Addl ICU | | -0.69 | Addl ICU | | -0.09 | |
| | | 0.05 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.82 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 848 | 1295 | 238 | 228 | 679 | 872 | 776 | 1246 | 421 | 182 | 1998 | 332 | Volume |
| 0.25 | 0.25 | 0.00 | 0.07 | 0.13 | 0.00 | 0.15 | 0.24 | 0.25 | 0.05 | 0.39 | 0.20 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.25 | V/C | | 0.13 | V/C | | 0.15 | V/C | | 0.39 | 0.930 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.32 | RTOG | | 0.13 | RTOG | | 0.49 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.30 | RTOR | | 0.15 | RTOR | | 0.25 | RTOR | | 0.13 | |
| RTC | | 0.54 | RTC | | 0.25 | RTC | | 0.68 | RTC | | 0.49 | |
| Addl ICU | | -0.54 | Addl ICU | | -0.25 | Addl ICU | | -0.43 | Addl ICU | | -0.29 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.98 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 4992 | 108 | 1700 | 476 | 1224 | 1700 | 1700 | 1700 | Total Saturation |
| 52 | 2199 | 320 | 56 | 1244 | 27 | 26 | 44 | 113 | 117 | 29 | 103 | Volume |
| 0.03 | 0.43 | 0.00 | 0.03 | 0.25 | 0.25 | 0.02 | 0.09 | 0.09 | 0.07 | 0.02 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.43 | | V/C | 0.03 | | V/C | 0.09 | | V/C | 0.07 | | 0.625 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.43 | | RTOG | 0.43 | | RTOG | 0.09 | | RTOG | 0.15 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.14 | | RTOR | 0.21 | | RTOR | 0.03 | | |
| RTC | 0.48 | | RTC | 0.54 | | RTC | 0.25 | | RTC | 0.17 | | |
| Addl ICU | -0.48 | | Addl ICU | -0.29 | | Addl ICU | -0.16 | | Addl ICU | -0.11 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.68 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5075 | 25 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 20 | 2073 | 337 | 82 | 1795 | 9 | 45 | 23 | 138 | 308 | 14 | 134 | Volume |
| 0.01 | 0.41 | 0.00 | 0.02 | 0.35 | 0.35 | 0.03 | 0.01 | 0.00 | 0.09 | 0.01 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.09 | 0.535 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.42 | RTOG | | 0.01 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.10 | RTOR | | 0.08 | RTOR | | 0.02 | |
| RTC | | 0.47 | RTC | | 0.49 | RTC | | 0.07 | RTC | | 0.10 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.14 | Addl ICU | | -0.07 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.58 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2493 | 907 | Total Saturation |
| 22 | 1069 | 363 | 164 | 1129 | 844 | 1173 | 550 | 6 | 137 | 352 | 128 | Volume |
| 0.01 | 0.21 | 0.00 | 0.05 | 0.22 | 0.00 | 0.35 | 0.16 | 0.00 | 0.04 | 0.14 | 0.14 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.21 | V/C | | 0.05 | V/C | | 0.35 | V/C | | 0.14 | 0.744 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.24 | RTOG | | 0.45 | RTOG | | 0.14 | Right Turn Adjustment |
| RTOR | | 0.32 | RTOR | | 0.35 | RTOR | | 0.04 | RTOR | | 0.05 | |
| RTC | | 0.45 | RTC | | 0.50 | RTC | | 0.47 | RTC | | 0.18 | |
| Addl ICU | | -0.45 | Addl ICU | | -0.50 | Addl ICU | | -0.47 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.79 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3204 | 1077 | 0 | 2274 | 0 | 0 | 0 | 0 | 150 | 0 | 524 | Volume |
| 0.00 | 0.47 | 0.00 | 0.00 | 0.45 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.47 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.09 | 0.559 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.47 | RTOG | | 0.47 | RTOG | | -0.09 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.03 | RTOR | | 0.00 | |
| RTC | | 0.54 | RTC | | 0.54 | RTC | | -0.07 | RTC | | 0.09 | |
| Addl ICU | | -0.54 | Addl ICU | | -0.54 | Addl ICU | | 0.07 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.62 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 2102 | 0 | 0 | 1561 | 977 | 2328 | 0 | 293 | 0 | 0 | 0 | Volume |
| 0.00 | 0.41 | 0.00 | 0.00 | 0.31 | 0.00 | 0.46 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.41 | V/C | | 0.00 | V/C | | 0.46 | V/C | | 0.00 | 0.869 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.41 | RTOG | | 0.46 | RTOG | | -0.46 | Right Turn Adjustment |
| RTOR | | 0.46 | RTOR | | 0.46 | RTOR | | 0.11 | RTOR | | 0.00 | |
| RTC | | 0.75 | RTC | | 0.75 | RTC | | 0.54 | RTC | | -0.46 | |
| Addl ICU | | -0.75 | Addl ICU | | -0.75 | Addl ICU | | -0.36 | Addl ICU | | 0.46 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.92 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 158 | 0 | 143 | 0 | 1264 | 333 | 400 | 1376 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.04 | 0.00 | 0.37 | 0.20 | 0.12 | 0.40 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.09 | V/C | | 0.37 | V/C | | 0.12 | 0.582 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.09 | RTOG | | 0.09 | RTOG | | 0.37 | RTOG | | 0.49 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.08 | RTOR | | 0.09 | RTOR | | 0.09 | |
| RTC | | 0.00 | RTC | | 0.16 | RTC | | 0.44 | RTC | | 0.56 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.11 | Addl ICU | | -0.25 | Addl ICU | | -0.56 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 500 | 0 | 526 | 0 | 0 | 0 | 0 | 1144 | 282 | 332 | 1278 | 0 | Volume |
| 0.15 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.34 | 0.00 | 0.20 | 0.38 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.15 | V/C | | 0.00 | V/C | | 0.34 | V/C | | 0.20 | 0.679 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | -0.15 | RTOG | | 0.34 | RTOG | | 0.53 | Right Turn Adjustment |
| RTOR | | 0.20 | RTOR | | 0.16 | RTOR | | 0.15 | RTOR | | 0.15 | |
| RTC | | 0.29 | RTC | | -0.03 | RTC | | 0.45 | RTC | | 0.64 | |
| Addl ICU | | -0.14 | Addl ICU | | 0.03 | Addl ICU | | -0.45 | Addl ICU | | -0.64 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.73 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 210 | 86 | 456 | 31 | 61 | 17 | 5 | 1237 | 182 | 178 | 1098 | 102 | Volume |
| 0.12 | 0.05 | 0.27 | 0.02 | 0.02 | 0.01 | 0.00 | 0.36 | 0.11 | 0.10 | 0.32 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.12 | V/C | | 0.02 | V/C | | 0.36 | V/C | | 0.10 | 0.610 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.02 | RTOG | | 0.36 | RTOG | | 0.47 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.15 | RTOR | | 0.12 | RTOR | | 0.09 | |
| RTC | | 0.20 | RTC | | 0.13 | RTC | | 0.46 | RTC | | 0.53 | |
| Addl ICU | | 0.07 | Addl ICU | | -0.12 | Addl ICU | | -0.35 | Addl ICU | | -0.47 | |
| | | 0.07 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.73 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 0.5 | 0.0 | 0.5 | 0.5 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 1298 | 402 | 416 | 535 | 1165 | 508 | Total Saturation |
| 31 | 436 | 14 | 34 | 303 | 72 | 155 | 48 | 46 | 17 | 37 | 55 | Volume |
| 0.04 | 0.26 | 0.02 | 0.04 | 0.18 | 0.08 | 0.12 | 0.11 | 0.11 | 0.03 | 0.05 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.26 | V/C | | 0.04 | V/C | | 0.12 | V/C | | 0.05 | 0.471 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.26 | RTOG | | 0.26 | RTOG | | 0.14 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.12 | RTOR | | 0.12 | RTOR | | 0.04 | |
| RTC | | 0.30 | RTC | | 0.35 | RTC | | 0.23 | RTC | | 0.08 | |
| Addl ICU | | -0.28 | Addl ICU | | -0.26 | Addl ICU | | -0.12 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.52 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 1 | 2 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 1700 | 3400 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 269 | 324 | 85 | 112 | 143 | 359 | 575 | 1354 | 193 | 106 | 2421 | 318 | Volume |
| 0.08 | 0.10 | 0.05 | 0.07 | 0.08 | 0.11 | 0.17 | 0.27 | 0.11 | 0.03 | 0.47 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.10 | | V/C | 0.07 | | V/C | 0.17 | | V/C | 0.47 | | 0.805 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.10 | | RTOG | 0.08 | | RTOG | 0.61 | | RTOG | 0.47 | | Right Turn Adjustment |
| RTOR | 0.38 | | RTOR | 0.17 | | RTOR | 0.08 | | RTOR | 0.07 | | |
| RTC | 0.38 | | RTC | 0.21 | | RTC | 0.67 | | RTC | 0.52 | | |
| Addl ICU | -0.33 | | Addl ICU | -0.10 | | Addl ICU | -0.56 | | Addl ICU | -0.34 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.86 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3143 | 257 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3062 | 338 | Total Saturation |
| 372 | 354 | 29 | 52 | 290 | 665 | 767 | 567 | 339 | 28 | 580 | 64 | Volume |
| 0.11 | 0.11 | 0.11 | 0.03 | 0.09 | 0.39 | 0.23 | 0.17 | 0.20 | 0.02 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.11 | V/C | | 0.09 | V/C | | 0.23 | V/C | | 0.19 | 0.610 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.09 | RTOG | | 0.40 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.23 | RTOR | | 0.11 | RTOR | | 0.08 | |
| RTC | | 0.35 | RTC | | 0.25 | RTC | | 0.48 | RTC | | 0.25 | |
| Addl ICU | | -0.24 | Addl ICU | | 0.14 | Addl ICU | | -0.28 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.14 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 414 | 0 | 254 | 229 | 678 | 0 | 0 | 957 | 528 | Volume |
| 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.15 | 0.13 | 0.20 | 0.00 | 0.00 | 0.28 | 0.31 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.13 | V/C | | 0.28 | 0.538 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.12 | RTOG | | 0.12 | RTOG | | 0.42 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.22 | RTOR | | 0.13 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | 0.04 | RTC | | 0.22 | RTC | | 0.51 | RTC | | 0.37 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.07 | Addl ICU | | -0.51 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.59 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 167 | 0 | 144 | 0 | 0 | 0 | 0 | 1626 | 53 | 87 | 3093 | 0 | Volume |
| 0.10 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.32 | 0.03 | 0.05 | 0.61 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.10 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.61 | 0.705 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | -0.10 | RTOG | | 0.56 | RTOG | | 0.61 | Right Turn Adjustment |
| RTOR | | 0.29 | RTOR | | 0.00 | RTOR | | 0.10 | RTOR | | 0.10 | |
| RTC | | 0.31 | RTC | | -0.10 | RTC | | 0.63 | RTC | | 0.68 | |
| Addl ICU | | -0.23 | Addl ICU | | 0.10 | Addl ICU | | -0.60 | Addl ICU | | -0.68 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.75 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 95 | 448 | 136 | 450 | 566 | 319 | 382 | 1029 | 150 | 157 | 761 | 398 | Volume |
| 0.06 | 0.13 | 0.08 | 0.13 | 0.17 | 0.19 | 0.11 | 0.30 | 0.09 | 0.05 | 0.22 | 0.23 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.13 | V/C | | 0.13 | V/C | | 0.30 | V/C | | 0.05 | 0.613 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.21 | RTOG | | 0.30 | RTOG | | 0.24 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.13 | RTOR | | 0.10 | RTOR | | 0.13 | |
| RTC | | 0.17 | RTC | | 0.30 | RTC | | 0.38 | RTC | | 0.34 | |
| Addl ICU | | -0.09 | Addl ICU | | -0.11 | Addl ICU | | -0.29 | Addl ICU | | -0.10 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 639 | 466 | 252 | 109 | 653 | 273 | 218 | 1029 | 670 | 250 | 951 | 81 | Volume |
| 0.19 | 0.14 | 0.15 | 0.06 | 0.19 | 0.16 | 0.06 | 0.20 | 0.00 | 0.07 | 0.19 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.19 | V/C | | 0.19 | V/C | | 0.20 | V/C | | 0.07 | 0.655 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.32 | RTOG | | 0.19 | RTOG | | 0.20 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.09 | RTOR | | 0.19 | RTOR | | 0.24 | |
| RTC | | 0.37 | RTC | | 0.26 | RTC | | 0.34 | RTC | | 0.39 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.10 | Addl ICU | | -0.34 | Addl ICU | | -0.35 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.71 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 1700 | 7890 | 610 | 3400 | 1700 | 3400 | 3400 | 2092 | 1308 | Total Saturation |
| 516 | 2743 | 78 | 36 | 2701 | 209 | 337 | 80 | 799 | 110 | 72 | 45 | Volume |
| 0.15 | 0.40 | 0.05 | 0.02 | 0.34 | 0.34 | 0.10 | 0.05 | 0.24 | 0.03 | 0.03 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.15 | | V/C | 0.34 | | V/C | 0.10 | | V/C | 0.03 | | 0.628 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.47 | | RTOG | 0.34 | | RTOG | 0.10 | | RTOG | 0.03 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.10 | | RTOR | 0.15 | | RTOR | 0.09 | | |
| RTC | 0.54 | | RTC | 0.42 | | RTC | 0.22 | | RTC | 0.10 | | |
| Addl ICU | -0.49 | | Addl ICU | -0.07 | | Addl ICU | 0.02 | | Addl ICU | -0.07 | | |
| | 0.00 | | | 0.00 | | | 0.02 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.70 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 422 | 1278 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 317 | 33 | 100 | 36 | 57 | 114 | 34 | 1416 | 249 | 60 | 1099 | 9 | Volume |
| 0.09 | 0.08 | 0.08 | 0.02 | 0.03 | 0.07 | 0.02 | 0.42 | 0.15 | 0.04 | 0.32 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.09 | | V/C | 0.03 | | V/C | 0.42 | | V/C | 0.04 | | 0.579 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.11 | | RTOG | 0.03 | | RTOG | 0.42 | | RTOG | 0.43 | | Right Turn Adjustment |
| RTOR | 0.04 | | RTOR | 0.13 | | RTOR | 0.09 | | RTOR | 0.05 | | |
| RTC | 0.13 | | RTC | 0.13 | | RTC | 0.49 | | RTC | 0.47 | | |
| Addl ICU | -0.05 | | Addl ICU | -0.06 | | Addl ICU | -0.34 | | Addl ICU | -0.46 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.63 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 100 | 120 | 126 | 232 | 101 | 186 | 149 | 1276 | 64 | 253 | 2611 | 367 | Volume |
| 0.06 | 0.07 | 0.07 | 0.07 | 0.06 | 0.11 | 0.09 | 0.25 | 0.04 | 0.15 | 0.51 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.07 | | V/C | 0.07 | | V/C | 0.09 | | V/C | 0.51 | | 0.738 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.07 | | RTOG | 0.08 | | RTOG | 0.45 | | RTOG | 0.51 | | Right Turn Adjustment |
| RTOR | 0.35 | | RTOR | 0.09 | | RTOR | 0.08 | | RTOR | 0.07 | | |
| RTC | 0.33 | | RTC | 0.15 | | RTC | 0.51 | | RTC | 0.56 | | |
| Addl ICU | -0.26 | | Addl ICU | -0.04 | | Addl ICU | -0.47 | | Addl ICU | -0.35 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.79 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2855 | 545 | 1700 | 3279 | 121 | 1700 | 532 | 1168 | 1700 | 1275 | 425 | Total Saturation |
| 51 | 582 | 111 | 5 | 461 | 17 | 52 | 46 | 101 | 67 | 15 | 5 | Volume |
| 0.03 | 0.20 | 0.20 | 0.00 | 0.14 | 0.14 | 0.03 | 0.09 | 0.09 | 0.04 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.20 | V/C | | 0.00 | V/C | | 0.09 | V/C | | 0.04 | 0.333 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.18 | RTOG | | 0.09 | RTOG | | 0.10 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.11 | RTOR | | 0.07 | RTOR | | 0.00 | |
| RTC | | 0.23 | RTC | | 0.26 | RTC | | 0.14 | RTC | | 0.10 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.12 | Addl ICU | | -0.05 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | Total Saturation |
| 28 | 758 | 175 | 24 | 727 | 5 | 15 | 45 | 68 | 151 | 16 | 61 | Volume |
| 0.03 | 0.45 | 0.21 | 0.03 | 0.43 | 0.01 | 0.02 | 0.03 | 0.08 | 0.18 | 0.01 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.45 | V/C | | 0.03 | V/C | | 0.03 | V/C | | 0.18 | 0.678 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.45 | RTOG | | 0.44 | RTOG | | 0.03 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.19 | RTOR | | 0.05 | RTOR | | 0.03 | |
| RTC | | 0.58 | RTC | | 0.59 | RTC | | 0.06 | RTC | | 0.21 | |
| Addl ICU | | -0.37 | Addl ICU | | -0.58 | Addl ICU | | 0.02 | Addl ICU | | -0.14 | |
| | | 0.00 | | | 0.00 | | | 0.02 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.75 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3185 | 215 | 1700 | 3010 | 390 | 1700 | 383 | 1318 | 1700 | 850 | 850 | Total Saturation |
| 27 | 682 | 46 | 5 | 579 | 75 | 122 | 18 | 62 | 33 | 5 | 5 | Volume |
| 0.02 | 0.21 | 0.21 | 0.00 | 0.19 | 0.19 | 0.07 | 0.05 | 0.05 | 0.02 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.21 | V/C | | 0.00 | V/C | | 0.07 | V/C | | 0.01 | 0.295 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.20 | RTOG | | 0.06 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.07 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.24 | RTC | | 0.26 | RTC | | 0.08 | RTC | | 0.01 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.06 | Addl ICU | | -0.03 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.34 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1505 | 195 | 850 | 1648 | 52 | 850 | 1584 | 116 | 850 | 1674 | 26 | Total Saturation |
| 24 | 139 | 18 | 16 | 159 | 5 | 5 | 313 | 23 | 20 | 322 | 5 | Volume |
| 0.03 | 0.09 | 0.09 | 0.02 | 0.10 | 0.10 | 0.01 | 0.20 | 0.20 | 0.02 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.10 | V/C | | 0.20 | V/C | | 0.02 | 0.346 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.10 | RTOG | | 0.20 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.12 | RTC | | 0.12 | RTC | | 0.22 | RTC | | 0.24 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.02 | Addl ICU | | -0.02 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.40 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 122 | 0 | 13 | 0 | 0 | 0 | 0 | 1475 | 173 | 75 | 2822 | 0 | Volume |
| 0.07 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 | 0.10 | 0.04 | 0.55 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.55 | 0.625 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | -0.07 | RTOG | | 0.51 | RTOG | | 0.55 | Right Turn Adjustment |
| RTOR | | 0.26 | RTOR | | 0.00 | RTOR | | 0.07 | RTOR | | 0.07 | |
| RTC | | 0.27 | RTC | | -0.07 | RTC | | 0.56 | RTC | | 0.61 | |
| Addl ICU | | -0.26 | Addl ICU | | 0.07 | Addl ICU | | -0.46 | Addl ICU | | -0.61 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 24 | 50 | 0 | 0 | 27 | 150 | 121 | 0 | 17 | 0 | 0 | 0 | Volume |
| 0.01 | 0.03 | 0.00 | 0.00 | 0.02 | 0.09 | 0.07 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.01 | V/C | | 0.02 | V/C | | 0.07 | V/C | | 0.00 | 0.101 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.02 | RTOG | | 0.07 | RTOG | | -0.07 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.07 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.08 | RTC | | 0.07 | RTC | | 0.08 | RTC | | -0.07 | |
| Addl ICU | | -0.08 | Addl ICU | | 0.02 | Addl ICU | | -0.07 | Addl ICU | | 0.07 | |
| | | 0.00 | | | 0.02 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.17 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 109 | 1591 | 0 | 0 | 1334 | 366 | Total Saturation |
| 0 | 0 | 0 | 15 | 0 | 44 | 22 | 320 | 0 | 0 | 299 | 82 | Volume |
| 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.05 | 0.20 | 0.20 | 0.00 | 0.00 | 0.22 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.02 | | V/C | 0.20 | | V/C | 0.22 | | 0.443 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.02 | | RTOG | 0.02 | | RTOG | 0.43 | | RTOG | 0.22 | | Right Turn Adjustment |
| RTOR | 0.22 | | RTOR | 0.20 | | RTOR | 0.02 | | RTOR | 0.02 | | |
| RTC | 0.15 | | RTC | 0.17 | | RTC | 0.44 | | RTC | 0.24 | | |
| Addl ICU | -0.15 | | Addl ICU | -0.12 | | Addl ICU | -0.44 | | Addl ICU | -0.01 | | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.49 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1623 | 77 | Total Saturation |
| 0 | 0 | 0 | 29 | 0 | 28 | 40 | 282 | 0 | 0 | 356 | 17 | Volume |
| 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.03 | 0.02 | 0.17 | 0.00 | 0.00 | 0.22 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.02 | V/C | | 0.22 | 0.277 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.03 | RTOG | | 0.03 | RTOG | | 0.24 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.02 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.02 | RTC | | 0.05 | RTC | | 0.27 | RTC | | 0.25 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.02 | Addl ICU | | -0.27 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.33 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 56 | 16 | 34 | 53 | 23 | 87 | 87 | 1550 | 64 | 98 | 3089 | 101 | Volume |
| 0.03 | 0.01 | 0.02 | 0.03 | 0.01 | 0.05 | 0.05 | 0.30 | 0.04 | 0.06 | 0.61 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.03 | V/C | | 0.01 | V/C | | 0.05 | V/C | | 0.61 | 0.703 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.01 | RTOG | | 0.60 | RTOG | | 0.61 | Right Turn Adjustment |
| RTOR | | 0.35 | RTOR | | 0.05 | RTOR | | 0.03 | RTOR | | 0.04 | |
| RTC | | 0.28 | RTC | | 0.05 | RTC | | 0.62 | RTC | | 0.63 | |
| Addl ICU | | -0.26 | Addl ICU | | 0.00 | Addl ICU | | -0.59 | Addl ICU | | -0.57 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.75 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1640 | 60 | 1700 | 1633 | 67 | 1700 | 1586 | 114 | 1700 | 1673 | 27 | Total Saturation |
| 40 | 136 | 5 | 5 | 121 | 5 | 5 | 264 | 19 | 5 | 313 | 5 | Volume |
| 0.02 | 0.08 | 0.08 | 0.00 | 0.07 | 0.07 | 0.00 | 0.17 | 0.17 | 0.00 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.02 | V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.19 | 0.288 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.07 | RTOG | | 0.19 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.02 | RTOR | | 0.01 | |
| RTC | | 0.11 | RTC | | 0.08 | RTC | | 0.20 | RTC | | 0.20 | |
| Addl ICU | | -0.03 | Addl ICU | | 0.00 | Addl ICU | | -0.04 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.34 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 145 | 0 | 200 | 225 | 703 | 0 | 0 | 1057 | 224 | Volume |
| 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.12 | 0.13 | 0.21 | 0.00 | 0.00 | 0.31 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.09 | | V/C | 0.13 | | V/C | 0.31 | | 0.529 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.09 | | RTOG | 0.09 | | RTOG | 0.44 | | RTOG | 0.31 | | Right Turn Adjustment |
| RTOR | 0.24 | | RTOR | 0.13 | | RTOR | 0.09 | | RTOR | 0.09 | | |
| RTC | 0.09 | | RTC | 0.18 | | RTC | 0.51 | | RTC | 0.37 | | |
| Addl ICU | -0.09 | | Addl ICU | -0.07 | | Addl ICU | -0.51 | | Addl ICU | -0.24 | | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 879 | 821 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 162 | 90 | 408 | 73 | 30 | 28 | 42 | 1781 | 79 | 354 | 2848 | 169 | Volume |
| 0.10 | 0.05 | 0.24 | 0.04 | 0.03 | 0.03 | 0.02 | 0.35 | 0.05 | 0.10 | 0.56 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.10 | | V/C | 0.03 | | V/C | 0.02 | | V/C | 0.56 | | 0.713 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.09 | | RTOG | 0.03 | | RTOG | 0.48 | | RTOG | 0.56 | | Right Turn Adjustment |
| RTOR | 0.23 | | RTOR | 0.02 | | RTOR | 0.10 | | RTOR | 0.08 | | |
| RTC | 0.26 | | RTC | 0.05 | | RTC | 0.55 | | RTC | 0.62 | | |
| Addl ICU | -0.02 | | Addl ICU | -0.02 | | Addl ICU | -0.50 | | Addl ICU | -0.52 | | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

INTERSECTION ANALYSIS WORKSHEETS

**POST YEAR 2035 – NO PROJECT
2012 MODIFIED PROJECT OPTION 1
AM PEAK HOUR**

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Impact Analysis Report
 Level Of Service

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|----------------|-------------|----------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #282 Jeffrey Rd & Portola Pkwy | E | xxxxxx 0.971 | E | xxxxxx 0.971 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxxx 0.997 | E | xxxxxx 0.997 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | D | xxxxxx 0.865 | D | xxxxxx 0.865 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | C | xxxxxx 0.704 | C | xxxxxx 0.704 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx 0.570 | A | xxxxxx 0.570 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | C | xxxxxx 0.750 | C | xxxxxx 0.750 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | D | xxxxxx 0.864 | D | xxxxxx 0.864 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | C | 29.0 0.912 | C | 29.0 0.912 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | D | 45.2 1.068 | D | 45.2 1.068 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | E | xxxxxx 0.922 | E | xxxxxx 0.922 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 13.6 0.529 | B | 13.6 0.529 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | A | 3.3 0.580 | A | 3.3 0.580 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | F | xxxxxx 1.040 | F | xxxxxx 1.040 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | D | xxxxxx 0.848 | D | xxxxxx 0.848 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | C | xxxxxx 0.702 | C | xxxxxx 0.702 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | B | xxxxxx 0.606 | B | xxxxxx 0.606 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | B | 19.1 0.875 | B | 19.1 0.875 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 20.9 0.801 | C | 20.9 0.801 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | E | xxxxxx 0.987 | E | xxxxxx 0.987 | + 0.000 V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 18.8 0.533 | B | 18.8 0.533 | + 0.000 D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | B | 18.1 0.499 | B | 18.1 0.499 | + 0.000 D/V |
| #556 Ridge Valley & Portola Pkwy | D | xxxxxx 0.807 | D | xxxxxx 0.807 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 2.5 0.332 | A | 2.5 0.332 | + 0.000 V/C |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #558 "O" St & Irvine Blvd | B xxxxxx | 0.610 | B xxxxxx | 0.610 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | D xxxxxx | 0.810 | D xxxxxx | 0.810 | + 0.000 V/C |
| #560 "O" St & Marine Wy | A xxxxxx | 0.526 | A xxxxxx | 0.526 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | B xxxxxx | 0.615 | B xxxxxx | 0.615 | + 0.000 V/C |
| #566 Marine Wy & Barranca Pkwy | C xxxxxx | 0.722 | C xxxxxx | 0.722 | + 0.000 V/C |
| #567 Marine Wy & Alton Pkwy | C xxxxxx | 0.751 | C xxxxxx | 0.751 | + 0.000 V/C |
| #569 Bake Pkwy & Marine Wy | D xxxxxx | 0.883 | D xxxxxx | 0.883 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | C xxxxxx | 0.757 | C xxxxxx | 0.757 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | B xxxxxx | 0.656 | B xxxxxx | 0.656 | + 0.000 V/C |
| #603 "O" St & "LN" St | A xxxxxx | 0.382 | A xxxxxx | 0.382 | + 0.000 V/C |
| #605 "O" St & "LQ" St | A 3.5 | 0.455 | A 3.5 | 0.455 | + 0.000 V/C |
| #608 "O" St & "LV" St | A xxxxxx | 0.357 | A xxxxxx | 0.357 | + 0.000 V/C |
| #626 "LY" St & "LQ" St | A 4.6 | 0.375 | A 4.6 | 0.375 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | A xxxxxx | 0.481 | A xxxxxx | 0.481 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A 8.8 | 0.029 | A 8.8 | 0.029 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A 4.1 | 0.299 | A 4.1 | 0.299 | + 0.000 V/C |
| #787 "Z" St & "LQ" St | A 10.0 | 0.010 | A 10.0 | 0.010 | + 0.000 D/V |
| #790 "Z" St & Irvine Blvd | B xxxxxx | 0.665 | B xxxxxx | 0.665 | + 0.000 V/C |
| #798 "B" St & "LQ" St | A xxxxxx | 0.305 | A xxxxxx | 0.305 | + 0.000 V/C |
| #799 "B" St & Marine Wy | D xxxxxx | 0.801 | D xxxxxx | 0.801 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D xxxxxx | 0.834 | D xxxxxx | 0.834 | + 0.000 V/C |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|----|---|--------------|----|-----|------------|---|----|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 8 | 11 | 0 | 0 | 38 | 120 | 27 | 0 | 20 | 0 | 0 | 0 | 0 | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 8.8 | | | xxxxxx | | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=47]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=224]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|-----|----|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 8 | | 11 | | 0 | 0 | | 38 | | 120 | 27 | | 0 | | 20 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 177 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 47 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1119 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 270 | 0 | 0 | 0 | 0 | 320 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | | 10.0 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=4]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=606]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 12 | 270 | 0 | 0 | 0 | 0 | 320 | 0 | 0 | 0 |
| Major Street Volume: | | | | | | | | | 602 | | | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | 4 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | 460 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.971
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 166 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 2 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1033 | 252 | 65 | 398 | 381 | 68 | 127 | 1045 | 524 | 290 | 954 | 170 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1033 | 252 | 65 | 398 | 381 | 68 | 127 | 1045 | 524 | 290 | 954 | 170 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1033 | 252 | 0 | 398 | 381 | 68 | 127 | 1045 | 524 | 290 | 954 | 170 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1033 | 252 | 0 | 398 | 381 | 68 | 127 | 1045 | 524 | 290 | 954 | 170 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1033 | 252 | 0 | 398 | 381 | 68 | 127 | 1045 | 524 | 290 | 954 | 170 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.55 | 0.45 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 4329 | 771 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.30 | 0.15 | 0.00 | 0.23 | 0.22 | 0.04 | 0.07 | 0.20 | 0.31 | 0.09 | 0.22 | 0.22 |
| Crit Moves: | **** | | | **** | | | | | **** | **** | | |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.997 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 180 | Level Of Service: | E |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 166 | 779 | 301 | 378 | 1354 | 147 | 173 | 1600 | 322 | 291 | 1978 | 309 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 166 | 779 | 301 | 378 | 1354 | 147 | 173 | 1600 | 322 | 291 | 1978 | 309 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 166 | 779 | 0 | 378 | 1354 | 147 | 173 | 1600 | 322 | 291 | 1978 | 309 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 166 | 779 | 0 | 378 | 1354 | 147 | 173 | 1600 | 322 | 291 | 1978 | 309 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 166 | 779 | 0 | 378 | 1354 | 147 | 173 | 1600 | 322 | 291 | 1978 | 309 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.50 | 0.50 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4246 | 854 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.15 | 0.00 | 0.11 | 0.27 | 0.09 | 0.05 | 0.38 | 0.38 | 0.09 | 0.58 | 0.18 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.865
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 70 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 176 | 819 | 162 | 80 | 1492 | 423 | 340 | 165 | 228 | 483 | 338 | 122 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 176 | 819 | 162 | 80 | 1492 | 423 | 340 | 165 | 228 | 483 | 338 | 122 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 176 | 819 | 162 | 80 | 1492 | 423 | 340 | 165 | 228 | 483 | 338 | 122 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 176 | 819 | 162 | 80 | 1492 | 423 | 340 | 165 | 228 | 483 | 338 | 122 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 176 | 819 | 162 | 80 | 1492 | 423 | 340 | 165 | 228 | 483 | 338 | 122 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.50 | 0.50 | 2.00 | 3.00 | 1.00 | 1.00 | 0.84 | 1.16 | 2.00 | 0.73 | 0.27 |
| Final Sat.: | 3400 | 4258 | 842 | 3400 | 5100 | 1700 | 1700 | 1427 | 1973 | 3400 | 1249 | 451 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.19 | 0.19 | 0.02 | 0.29 | 0.25 | 0.20 | 0.12 | 0.12 | 0.14 | 0.27 | 0.27 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 38 Level Of Service: C

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). It lists Control, Rights, Min. Green, Y+R, and Lanes for each movement.

Volume Module:

Table showing various volume and adjustment factors such as Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table showing saturation flow factors including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table showing capacity analysis factors: Vol/Sat and Crit Moves.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.570 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 27 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | | | |
| Lanes: | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 249 | 0 | 446 | 0 | 0 | 0 | 0 | 836 | 724 | 486 | 1155 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 249 | 0 | 446 | 0 | 0 | 0 | 0 | 836 | 724 | 486 | 1155 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 249 | 0 | 446 | 0 | 0 | 0 | 0 | 836 | 0 | 486 | 1155 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 249 | 0 | 446 | 0 | 0 | 0 | 0 | 836 | 0 | 486 | 1155 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 249 | 0 | 446 | 0 | 0 | 0 | 0 | 836 | 0 | 486 | 1155 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.14 | 0.34 | 0.00 |
| Crit Moves: | | | **** | | | | | **** | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.750
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 113 | 574 | 102 | 416 | 1027 | 121 | 277 | 1464 | 386 | 468 | 1493 | 149 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 113 | 574 | 102 | 416 | 1027 | 121 | 277 | 1464 | 386 | 468 | 1493 | 149 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 113 | 574 | 102 | 416 | 1027 | 121 | 277 | 1464 | 386 | 468 | 1493 | 149 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 113 | 574 | 102 | 416 | 1027 | 121 | 277 | 1464 | 386 | 468 | 1493 | 149 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 113 | 574 | 102 | 416 | 1027 | 121 | 277 | 1464 | 386 | 468 | 1493 | 149 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.11 | 0.03 | 0.12 | 0.30 | 0.07 | 0.08 | 0.22 | 0.23 | 0.14 | 0.29 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | **** | **** | **** | **** | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.864
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 70 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 225 | 455 | 233 | 336 | 2427 | 75 | 90 | 348 | 669 | 518 | 900 | 352 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 225 | 455 | 233 | 336 | 2427 | 75 | 90 | 348 | 669 | 518 | 900 | 352 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 225 | 455 | 0 | 336 | 2427 | 75 | 90 | 348 | 0 | 518 | 900 | 352 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 225 | 455 | 0 | 336 | 2427 | 75 | 90 | 348 | 0 | 518 | 900 | 352 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 225 | 455 | 0 | 336 | 2427 | 75 | 90 | 348 | 0 | 518 | 900 | 352 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.16 | 0.84 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3666 | 1434 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.09 | 0.00 | 0.10 | 0.48 | 0.04 | 0.03 | 0.07 | 0.00 | 0.15 | 0.25 | 0.25 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.912
Loss Time (sec): 0 Average Delay (sec/veh): 29.0
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.068
Loss Time (sec): 0 Average Delay (sec/veh): 45.2
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.922
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 102 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 134 | 911 | 187 | 1765 | 2100 | 449 | 116 | 149 | 112 | 72 | 235 | 366 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 134 | 911 | 187 | 1765 | 2100 | 449 | 116 | 149 | 112 | 72 | 235 | 366 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 134 | 911 | 187 | 1765 | 2100 | 449 | 116 | 149 | 112 | 72 | 235 | 366 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 134 | 911 | 187 | 1765 | 2100 | 449 | 116 | 149 | 112 | 72 | 235 | 366 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 134 | 911 | 187 | 1765 | 2100 | 449 | 116 | 149 | 112 | 72 | 235 | 366 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.47 | 0.53 | 2.00 | 0.57 | 0.43 | 2.00 | 1.17 | 1.83 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4202 | 898 | 3400 | 970 | 730 | 3400 | 1994 | 3106 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.18 | 0.11 | 0.52 | 0.50 | 0.50 | 0.03 | 0.15 | 0.15 | 0.02 | 0.12 | 0.12 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 0 Average Delay (sec/veh): 13.6
Optimal Cycle: 48 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 0 Average Delay (sec/veh): 3.3
Optimal Cycle: 54 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.040
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 1 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 250 | 535 | 133 | 299 | 1544 | 656 | 711 | 1532 | 873 | 340 | 1294 | 273 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 250 | 535 | 133 | 299 | 1544 | 656 | 711 | 1532 | 873 | 340 | 1294 | 273 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 250 | 535 | 0 | 299 | 1544 | 0 | 711 | 1532 | 873 | 340 | 1294 | 273 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 250 | 535 | 0 | 299 | 1544 | 0 | 711 | 1532 | 873 | 340 | 1294 | 273 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 250 | 535 | 0 | 299 | 1544 | 0 | 711 | 1532 | 873 | 340 | 1294 | 273 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.10 | 0.00 | 0.09 | 0.30 | 0.00 | 0.21 | 0.30 | 0.51 | 0.10 | 0.25 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | **** | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.848
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 64 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 141 | 1166 | 107 | 106 | 2057 | 56 | 22 | 111 | 136 | 264 | 104 | 226 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 141 | 1166 | 107 | 106 | 2057 | 56 | 22 | 111 | 136 | 264 | 104 | 226 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 141 | 1166 | 0 | 106 | 2057 | 56 | 22 | 111 | 136 | 264 | 104 | 226 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 141 | 1166 | 0 | 106 | 2057 | 56 | 22 | 111 | 136 | 264 | 104 | 226 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 141 | 1166 | 0 | 106 | 2057 | 56 | 22 | 111 | 136 | 264 | 104 | 226 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.92 | 0.08 | 1.00 | 0.45 | 0.55 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 4965 | 135 | 1700 | 764 | 936 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.23 | 0.00 | 0.06 | 0.41 | 0.41 | 0.01 | 0.15 | 0.15 | 0.16 | 0.06 | 0.13 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 37 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 163 | 1214 | 229 | 117 | 2123 | 79 | 13 | 12 | 29 | 399 | 42 | 110 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 163 | 1214 | 229 | 117 | 2123 | 79 | 13 | 12 | 29 | 399 | 42 | 110 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 163 | 1214 | 0 | 117 | 2123 | 79 | 13 | 12 | 0 | 399 | 42 | 110 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 163 | 1214 | 0 | 117 | 2123 | 79 | 13 | 12 | 0 | 399 | 42 | 110 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 163 | 1214 | 0 | 117 | 2123 | 79 | 13 | 12 | 0 | 399 | 42 | 110 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.89 | 0.11 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4917 | 183 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.24 | 0.00 | 0.03 | 0.43 | 0.43 | 0.01 | 0.01 | 0.00 | 0.12 | 0.02 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 5 | 1038 | 162 | 120 | 1265 | 1017 | 533 | 208 | 11 | 228 | 399 | 106 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 5 | 1038 | 162 | 120 | 1265 | 1017 | 533 | 208 | 11 | 228 | 399 | 106 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 5 | 1038 | 0 | 120 | 1265 | 0 | 533 | 208 | 11 | 228 | 399 | 106 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 5 | 1038 | 0 | 120 | 1265 | 0 | 533 | 208 | 11 | 228 | 399 | 106 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 5 | 1038 | 0 | 120 | 1265 | 0 | 533 | 208 | 11 | 228 | 399 | 106 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.90 | 0.10 | 2.00 | 1.58 | 0.42 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3229 | 171 | 3400 | 2686 | 714 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.20 | 0.00 | 0.04 | 0.25 | 0.00 | 0.16 | 0.06 | 0.06 | 0.07 | 0.15 | 0.15 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.875
Loss Time (sec): 0 Average Delay (sec/veh): 19.1
Optimal Cycle: 180 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
 Loss Time (sec): 0 Average Delay (sec/veh): 20.9
 Optimal Cycle: 115 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 1490 | 0 | 0 | 1124 | 420 | 2698 | 0 | 525 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1490 | 0 | 0 | 1124 | 420 | 2698 | 0 | 525 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1490 | 0 | 0 | 1124 | 0 | 2698 | 0 | 525 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1490 | 0 | 0 | 1124 | 0 | 2698 | 0 | 525 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1490 | 0 | 0 | 1124 | 0 | 2698 | 0 | 525 | 0 | 0 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.92 | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | 3.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5187 | 0 | 0 | 5187 | 1900 | 5253 | 0 | 1615 | 0 | 0 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.29 | 0.00 | 0.00 | 0.22 | 0.00 | 0.51 | 0.00 | 0.33 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.36 | 0.00 | 0.00 | 0.36 | 0.00 | 0.64 | 0.00 | 0.64 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.80 | 0.00 | 0.00 | 0.60 | 0.00 | 0.80 | 0.00 | 0.51 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 31.4 | 0.0 | 0.0 | 26.8 | 0.0 | 14.7 | 0.0 | 9.9 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 31.4 | 0.0 | 0.0 | 26.8 | 0.0 | 14.7 | 0.0 | 9.9 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | A | A | C | A | B | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 17 | 0 | 0 | 11 | 0 | 23 | 0 | 9 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.987
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 36 | 1306 | 84 | 95 | 4270 | 161 | 54 | 4 | 50 | 73 | 10 | 79 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 36 | 1306 | 84 | 95 | 4270 | 161 | 54 | 4 | 50 | 73 | 10 | 79 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 36 | 1306 | 84 | 95 | 4270 | 161 | 54 | 4 | 50 | 73 | 10 | 79 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 36 | 1306 | 84 | 95 | 4270 | 161 | 54 | 4 | 50 | 73 | 10 | 79 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 36 | 1306 | 84 | 95 | 4270 | 161 | 54 | 4 | 50 | 73 | 10 | 79 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.82 | 0.18 | 1.00 | 3.00 | 1.00 | 1.00 | 0.07 | 0.93 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 4792 | 308 | 1700 | 5100 | 1700 | 1700 | 126 | 1574 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.27 | 0.27 | 0.06 | 0.84 | 0.09 | 0.03 | 0.03 | 0.03 | 0.04 | 0.01 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 0 Average Delay (sec/veh): 18.8
Optimal Cycle: 49 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.499
Loss Time (sec): 0 Average Delay (sec/veh): 18.1
Optimal Cycle: 46 Level Of Service: B

Table with 4 main columns: North Bound, South Bound, East Bound, West Bound. Sub-columns: L, T, R. Rows: Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows representing adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns and 5 rows showing saturation flow rates and adjustments.

Capacity Analysis Module: Table with 12 columns and 10 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | WideBypass | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 248 | 19 | 104 | 145 | 70 | 23 | 22 | 964 | 196 | 413 | 1378 | 21 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 248 | 19 | 104 | 145 | 70 | 23 | 22 | 964 | 196 | 413 | 1378 | 21 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 248 | 19 | 104 | 145 | 70 | 23 | 22 | 964 | 196 | 413 | 1378 | 21 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 248 | 19 | 104 | 145 | 70 | 23 | 22 | 964 | 196 | 413 | 1378 | 21 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 248 | 19 | 104 | 145 | 70 | 23 | 22 | 964 | 196 | 413 | 1378 | 21 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.15 | 0.85 | 1.00 | 1.51 | 0.49 | 1.00 | 1.66 | 0.34 | 1.00 | 1.97 | 0.03 |
| Final Sat.: | 1700 | 263 | 1437 | 1700 | 2559 | 841 | 1700 | 2826 | 574 | 1700 | 3349 | 51 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.15 | 0.07 | 0.07 | 0.09 | 0.03 | 0.03 | 0.01 | 0.34 | 0.34 | 0.24 | 0.41 | 0.41 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report
 FHWA Roundabout Method (Base Volume Alternative)

 Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.5 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | | | | | | | | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | | | | | | | | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 32 | 151 | 6 | 40 | 543 | 195 | 43 | 17 | 26 | 20 | 64 | 27 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 32 | 151 | 6 | 40 | 543 | 195 | 43 | 17 | 26 | 20 | 64 | 27 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 32 | 151 | 6 | 40 | 543 | 195 | 43 | 17 | 26 | 20 | 64 | 27 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 32 | 151 | 6 | 40 | 543 | 195 | 43 | 17 | 26 | 20 | 64 | 27 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 32 | 151 | 6 | 40 | 543 | 195 | 43 | 17 | 26 | 20 | 64 | 27 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|---|----|-----|-----|----|----|----|----|----|----|
| AutoPCE: | 32 | 151 | 6 | 40 | 543 | 195 | 43 | 17 | 26 | 20 | 64 | 27 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 32 | 151 | 6 | 40 | 543 | 195 | 43 | 17 | 26 | 20 | 64 | 27 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 100 | 116 | 603 | 226 |
| MaxVolume: | 2352 | 2340 | 874 | 1078 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2352 | 2340 | 874 | 1078 |
| ApproachVol: | 189 | 778 | 86 | 111 |
| ApproachV/C: | 0.08 | 0.33 | 0.10 | 0.10 |
| ApproachDel: | 1.7 | 2.3 | 4.6 | 3.7 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.3 | 1.5 | 0.3 | 0.3 |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: B

Table with 4 main columns: North Bound, South Bound, East Bound, West Bound. Sub-columns: L, T, R. Rows include: Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with 12 columns for different volume metrics (Base Vol, Growth Adj, etc.) and 12 rows for different adjustment factors (PHF, Reduct, PCE, MLF, Final Volume).

Saturation Flow Module: Table with 12 columns for saturation flow metrics and 4 rows (Sat/Lane, Adjustment, Lanes, Final Sat.).

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics and 2 rows (Vol/Sat, Crit Moves).

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 162 | 67 | 4 | 22 | 363 | 897 | 673 | 331 | 608 | 27 | 600 | 29 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 162 | 67 | 4 | 22 | 363 | 897 | 673 | 331 | 608 | 27 | 600 | 29 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 162 | 67 | 4 | 22 | 363 | 897 | 673 | 331 | 608 | 27 | 600 | 29 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 162 | 67 | 4 | 22 | 363 | 897 | 673 | 331 | 608 | 27 | 600 | 29 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 162 | 67 | 4 | 22 | 363 | 897 | 673 | 331 | 608 | 27 | 600 | 29 |
| OvlAdjVol: | | | | | | 560 | | | 527 | | | |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.89 | 0.11 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.91 | 0.09 |
| Final Sat.: | 3400 | 3208 | 192 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3243 | 157 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.02 | 0.02 | 0.01 | 0.11 | 0.53 | 0.20 | 0.10 | 0.36 | 0.02 | 0.19 | 0.18 |
| OvlAdjV/S: | | | | | | 0.33 | | | 0.31 | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.526
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 25 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 345 | 0 | 166 | 62 | 970 | 0 | 0 | 1148 | 153 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 345 | 0 | 166 | 62 | 970 | 0 | 0 | 1148 | 153 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 345 | 0 | 166 | 62 | 970 | 0 | 0 | 1148 | 153 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 345 | 0 | 166 | 62 | 970 | 0 | 0 | 1148 | 153 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 345 | 0 | 166 | 62 | 970 | 0 | 0 | 1148 | 153 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.10 | 0.04 | 0.29 | 0.00 | 0.00 | 0.34 | 0.09 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | |
| Rights: | Include | | | Include | | | Include | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Lanes: | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 2388 | 82 | 110 | 1719 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 2388 | 82 | 110 | 1719 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 2388 | 82 | 110 | 1719 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 2388 | 82 | 110 | 1719 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 2388 | 82 | 110 | 1719 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.47 | 0.05 | 0.06 | 0.34 | 0.00 |
| Crit Moves: | | | **** | | | | | **** | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 134 | 342 | 99 | 293 | 558 | 395 | 205 | 489 | 109 | 161 | 1023 | 310 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 134 | 342 | 99 | 293 | 558 | 395 | 205 | 489 | 109 | 161 | 1023 | 310 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 134 | 342 | 99 | 293 | 558 | 395 | 205 | 489 | 109 | 161 | 1023 | 310 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 134 | 342 | 99 | 293 | 558 | 395 | 205 | 489 | 109 | 161 | 1023 | 310 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 134 | 342 | 99 | 293 | 558 | 395 | 205 | 489 | 109 | 161 | 1023 | 310 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.10 | 0.06 | 0.09 | 0.16 | 0.23 | 0.06 | 0.14 | 0.06 | 0.05 | 0.30 | 0.18 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.751
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 632 | 482 | 237 | 117 | 358 | 319 | 249 | 1074 | 372 | 169 | 1297 | 113 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 632 | 482 | 237 | 117 | 358 | 319 | 249 | 1074 | 372 | 169 | 1297 | 113 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 632 | 482 | 237 | 117 | 358 | 319 | 249 | 1074 | 0 | 169 | 1297 | 113 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 632 | 482 | 237 | 117 | 358 | 319 | 249 | 1074 | 0 | 169 | 1297 | 113 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 632 | 482 | 237 | 117 | 358 | 319 | 249 | 1074 | 0 | 169 | 1297 | 113 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.19 | 0.14 | 0.14 | 0.07 | 0.11 | 0.19 | 0.07 | 0.21 | 0.00 | 0.05 | 0.25 | 0.07 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.883 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 78 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1023 | 2992 | 34 | 20 | 2463 | 756 | 279 | 20 | 319 | 5 | 13 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1023 | 2992 | 34 | 20 | 2463 | 756 | 279 | 20 | 319 | 5 | 13 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1023 | 2992 | 34 | 20 | 2463 | 756 | 279 | 20 | 319 | 5 | 13 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1023 | 2992 | 34 | 20 | 2463 | 756 | 279 | 20 | 319 | 5 | 13 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1023 | 2992 | 34 | 20 | 2463 | 756 | 279 | 20 | 319 | 5 | 13 | 5 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 4.00 | 1.00 | 1.00 | 4.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.44 | 0.56 |
| Final Sat.: | 3400 | 6800 | 1700 | 1700 | 6800 | 1700 | 3400 | 1700 | 3400 | 3400 | 2456 | 944 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.30 | 0.44 | 0.02 | 0.01 | 0.36 | 0.44 | 0.08 | 0.01 | 0.09 | 0.00 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.757 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 44 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 318 | 2 | 72 | 71 | 72 | 317 | 16 | 1078 | 98 | 42 | 1421 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 318 | 2 | 72 | 71 | 72 | 317 | 16 | 1078 | 98 | 42 | 1421 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 318 | 2 | 72 | 71 | 72 | 317 | 16 | 1078 | 98 | 42 | 1421 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 318 | 2 | 72 | 71 | 72 | 317 | 16 | 1078 | 98 | 42 | 1421 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 318 | 2 | 72 | 71 | 72 | 317 | 16 | 1078 | 98 | 42 | 1421 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.03 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 46 | 1654 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.04 | 0.04 | 0.04 | 0.04 | 0.19 | 0.01 | 0.32 | 0.06 | 0.02 | 0.42 | 0.00 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 60 | 60 | 138 | 388 | 92 | 194 | 102 | 1805 | 42 | 83 | 1529 | 187 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 60 | 60 | 138 | 388 | 92 | 194 | 102 | 1805 | 42 | 83 | 1529 | 187 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 60 | 60 | 138 | 388 | 92 | 194 | 102 | 1805 | 42 | 83 | 1529 | 187 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 60 | 60 | 138 | 388 | 92 | 194 | 102 | 1805 | 42 | 83 | 1529 | 187 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 60 | 60 | 138 | 388 | 92 | 194 | 102 | 1805 | 42 | 83 | 1529 | 187 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.32 | 0.68 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 547 | 1153 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.04 | 0.08 | 0.11 | 0.17 | 0.17 | 0.06 | 0.35 | 0.02 | 0.05 | 0.30 | 0.11 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.382
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.5 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 134 | 222 | 142 | 27 | 889 | 31 | 4 | 30 | 69 | 250 | 93 | 11 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 134 | 222 | 142 | 27 | 889 | 31 | 4 | 30 | 69 | 250 | 93 | 11 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 134 | 222 | 142 | 27 | 889 | 31 | 4 | 30 | 69 | 250 | 93 | 11 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 134 | 222 | 142 | 27 | 889 | 31 | 4 | 30 | 69 | 250 | 93 | 11 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 134 | 222 | 142 | 27 | 889 | 31 | 4 | 30 | 69 | 250 | 93 | 11 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|----|-----|----|---|----|----|-----|----|----|
| AutoPCE: | 134 | 222 | 142 | 27 | 889 | 31 | 4 | 30 | 69 | 250 | 93 | 11 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 134 | 222 | 142 | 27 | 889 | 31 | 4 | 30 | 69 | 250 | 93 | 11 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 61 | 477 | 1166 | 360 |
| MaxVolume: | 2380 | 2081 | 570 | 1006 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2380 | 2081 | 570 | 1006 |
| ApproachVol: | 498 | 947 | 103 | 354 |
| ApproachV/C: | 0.21 | 0.46 | 0.18 | 0.35 |
| ApproachDel: | 1.9 | 3.2 | 7.7 | 5.5 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.8 | 2.5 | 0.7 | 1.6 |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.357 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 19 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 14 | 162 | 9 | 1 | 623 | 194 | 18 | 5 | 42 | 52 | 22 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 14 | 162 | 9 | 1 | 623 | 194 | 18 | 5 | 42 | 52 | 22 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 14 | 162 | 9 | 1 | 623 | 194 | 18 | 5 | 42 | 52 | 22 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 14 | 162 | 9 | 1 | 623 | 194 | 18 | 5 | 42 | 52 | 22 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 14 | 162 | 9 | 1 | 623 | 194 | 18 | 5 | 42 | 52 | 22 | 4 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.89 | 0.11 | 1.00 | 1.53 | 0.47 | 1.00 | 0.11 | 0.89 | 1.00 | 0.85 | 0.15 |
| Final Sat.: | 1700 | 3221 | 179 | 1700 | 2593 | 807 | 1700 | 181 | 1519 | 1700 | 1438 | 262 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.05 | 0.05 | 0.00 | 0.24 | 0.24 | 0.01 | 0.03 | 0.03 | 0.03 | 0.02 | 0.02 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.6 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 28 | 0 | 0 | 193 | 4 | 1 | 241 | 1 | 12 | 432 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 28 | 0 | 0 | 193 | 4 | 1 | 241 | 1 | 12 | 432 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 28 | 0 | 0 | 193 | 4 | 1 | 241 | 1 | 12 | 432 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 28 | 0 | 0 | 193 | 4 | 1 | 241 | 1 | 12 | 432 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 28 | 0 | 0 | 193 | 4 | 1 | 241 | 1 | 12 | 432 | 0 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|----|---|---|-----|---|---|-----|---|----|-----|---|
| AutoPCE: | 1 | 28 | 0 | 0 | 193 | 4 | 1 | 241 | 1 | 12 | 432 | 0 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 28 | 0 | 0 | 193 | 4 | 1 | 241 | 1 | 12 | 432 | 0 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 242 | 445 | 205 | 30 |
| MaxVolume: | 1069 | 960 | 1089 | 1184 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1069 | 960 | 1089 | 1184 |
| ApproachVol: | 29 | 197 | 243 | 444 |
| ApproachV/C: | 0.03 | 0.21 | 0.22 | 0.38 |
| ApproachDel: | 3.5 | 4.7 | 4.3 | 4.9 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.1 | 0.8 | 0.9 | 1.8 |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.481
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows including Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[8.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Table with 12 columns representing traffic volumes. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table with 12 columns representing critical gap and follow-up times. Rows include Critical Gap and FollowUpTim.

Table with 12 columns representing capacity and conflict volumes. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with 12 columns representing level of service and delay. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.1 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 34 | 0 | 43 | 6 | 223 | 0 | 0 | 349 | 9 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 34 | 0 | 43 | 6 | 223 | 0 | 0 | 349 | 9 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 34 | 0 | 43 | 6 | 223 | 0 | 0 | 349 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 34 | 0 | 43 | 6 | 223 | 0 | 0 | 349 | 9 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 34 | 0 | 43 | 6 | 223 | 0 | 0 | 349 | 9 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|----|---|----|---|-----|---|---|-----|---|
| AutoPCE: | 0 | 0 | 0 | 34 | 0 | 43 | 6 | 223 | 0 | 0 | 349 | 9 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 34 | 0 | 43 | 6 | 223 | 0 | 0 | 349 | 9 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 263 | 349 | 34 | 6 |
| MaxVolume: | xxxxxx | 1012 | 1182 | 1197 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1012 | 1182 | 1197 |
| ApproachVol: | xxxxxx | 77 | 229 | 358 |
| ApproachV/C: | 1.00 | 0.08 | 0.19 | 0.30 |
| ApproachDel: | xxxxxx | 3.9 | 3.8 | 4.3 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.2 | 0.7 | 1.3 |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[10.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, and Lanes.

Table with 12 columns representing volume components. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table with 12 columns representing critical gap and follow-up time. Rows include Critical Gap and FollowUpTime.

Table with 12 columns representing capacity. Rows include Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with 12 columns representing level of service. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.305
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 17 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes for "B" St and "LQ" St.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 52 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 99 | 38 | 26 | 131 | 58 | 527 | 150 | 853 | 38 | 12 | 1001 | 32 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 99 | 38 | 26 | 131 | 58 | 527 | 150 | 853 | 38 | 12 | 1001 | 32 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 99 | 38 | 26 | 131 | 58 | 527 | 150 | 853 | 38 | 12 | 1001 | 32 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 99 | 38 | 26 | 131 | 58 | 527 | 150 | 853 | 38 | 12 | 1001 | 32 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 99 | 38 | 26 | 131 | 58 | 527 | 150 | 853 | 38 | 12 | 1001 | 32 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.59 | 0.41 | 1.00 | 1.00 | 1.00 | 1.00 | 1.91 | 0.09 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 1009 | 691 | 1700 | 1700 | 1700 | 1700 | 3255 | 145 | 1700 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.04 | 0.04 | 0.08 | 0.03 | 0.31 | 0.09 | 0.26 | 0.26 | 0.01 | 0.29 | 0.02 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.834 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 60 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 11 | 203 | 166 | 19 | 48 | 22 | 2706 | 0 | 124 | 1780 | 61 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 11 | 203 | 166 | 19 | 48 | 22 | 2706 | 0 | 124 | 1780 | 61 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 11 | 203 | 166 | 19 | 48 | 22 | 2706 | 0 | 124 | 1780 | 61 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 11 | 203 | 166 | 19 | 48 | 22 | 2706 | 0 | 124 | 1780 | 61 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 11 | 203 | 166 | 19 | 48 | 22 | 2706 | 0 | 124 | 1780 | 61 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.28 | 0.72 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 482 | 1218 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.01 | 0.12 | 0.10 | 0.04 | 0.04 | 0.01 | 0.53 | 0.00 | 0.04 | 0.35 | 0.04 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 19 | 0 | 0 | 192 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.11 | V/C | | 0.00 | V/C | | 0.00 | 0.113 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.11 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.10 | |
| RTC | | 0.11 | RTC | | 0.11 | RTC | | 0.00 | RTC | | 0.08 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.11 | Addl ICU | | 0.00 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.16 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 68 | 0 | 0 | 304 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.04 | 0.00 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.00 | 0.179 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.18 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.14 | |
| RTC | | 0.18 | RTC | | 0.18 | RTC | | 0.00 | RTC | | 0.10 | |
| Addl ICU | | -0.18 | Addl ICU | | -0.18 | Addl ICU | | 0.00 | Addl ICU | | -0.10 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.23 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 173 | 0 | 0 | 259 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.00 | 0.15 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.15 | 0.152 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.15 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.04 | RTC | | 0.00 | RTC | | 0.15 | RTC | | 0.15 | |
| Addl ICU | | -0.04 | Addl ICU | | 0.00 | Addl ICU | | -0.15 | Addl ICU | | -0.15 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.20 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | | | | | | |
|--|------|-------|-----------|-----------|------|----------|------|-----------|--------------|-------|------|-----------------------------------|--|-------------|--|-----------------------|--|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | | | | | | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | | | | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | | | | | | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes | | | | | |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 221 | 0 | 0 | 266 | 0 | Volume | | | | | |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.00 | 0.16 | 0.00 | Vol/Sat | | | | | |
| <i>Critical Movements</i> | | | | | | | | | | | | | | | | | |
| Direction | | N/A | | Direction | | N/A | | Direction | | EBL | | Direction | | WBT | | Initial ICU | |
| V/C | | 0.00 | | V/C | | 0.00 | | V/C | | 0.00 | | V/C | | 0.16 | | 0.156 | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | | | | | | |
| RTOG | | 0.00 | | RTOG | | 0.00 | | RTOG | | 0.16 | | RTOG | | 0.16 | | Right Turn Adjustment | |
| RTOR | | 0.03 | | RTOR | | 0.00 | | RTOR | | 0.00 | | RTOR | | 0.00 | | | |
| RTC | | 0.02 | | RTC | | 0.00 | | RTC | | 0.16 | | RTC | | 0.16 | | | |
| Addl ICU | | -0.02 | | Addl ICU | | 0.00 | | Addl ICU | | -0.16 | | Addl ICU | | -0.16 | | | |
| | | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| | | | | | | | | | | | | Clearance Interval | | 0.05 | | | |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | | 0.21 | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 185 | 0 | 0 | 244 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.11 | 0.00 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.14 | V/C | | 0.00 | V/C | | 0.00 | 0.144 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.14 | RTOG | | 0.14 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.03 | |
| RTC | | 0.14 | RTC | | 0.14 | RTC | | 0.00 | RTC | | 0.03 | |
| Addl ICU | | -0.14 | Addl ICU | | -0.14 | Addl ICU | | 0.00 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.19 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 284 | 0 | 0 | 279 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.17 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.17 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.167 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.17 | RTOG | | 0.17 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.17 | RTC | | 0.17 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.17 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.22 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 179 | 0 | 0 | 175 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.11 | 0.00 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.11 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.105 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.11 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.11 | RTC | | 0.11 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.11 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.16 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 2 | 3 | 0 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 3400 | 4328 | 772 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 1033 | 252 | 65 | 398 | 381 | 68 | 127 | 1045 | 524 | 290 | 954 | 170 | Volume |
| 0.30 | 0.07 | 0.04 | 0.12 | 0.09 | 0.09 | 0.04 | 0.20 | 0.31 | 0.09 | 0.19 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.30 | V/C | | 0.09 | V/C | | 0.20 | V/C | | 0.09 | 0.682 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.09 | RTOG | | 0.20 | RTOG | | 0.25 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.10 | RTOR | | 0.30 | RTOR | | 0.32 | |
| RTC | | 0.34 | RTC | | 0.17 | RTC | | 0.43 | RTC | | 0.49 | |
| Addl ICU | | -0.30 | Addl ICU | | -0.08 | Addl ICU | | -0.12 | Addl ICU | | -0.39 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.73 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 166 | 779 | 301 | 378 | 1354 | 147 | 173 | 1600 | 322 | 291 | 1978 | 309 | Volume |
| 0.05 | 0.15 | 0.00 | 0.11 | 0.27 | 0.09 | 0.05 | 0.31 | 0.19 | 0.09 | 0.39 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.27 | | V/C | 0.05 | | V/C | 0.39 | | 0.753 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.20 | | RTOG | 0.27 | | RTOG | 0.35 | | RTOG | 0.39 | | |
| RTOR | 0.13 | | RTOR | 0.05 | | RTOR | 0.05 | | RTOR | 0.16 | | |
| RTC | 0.30 | | RTC | 0.30 | | RTC | 0.39 | | RTC | 0.51 | | |
| Addl ICU | -0.30 | | Addl ICU | -0.22 | | Addl ICU | -0.20 | | Addl ICU | -0.33 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 0.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 4258 | 842 | 3400 | 5100 | 1700 | 1700 | 850 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 176 | 819 | 162 | 80 | 1492 | 423 | 340 | 165 | 228 | 483 | 338 | 122 | Volume |
| 0.05 | 0.19 | 0.19 | 0.02 | 0.29 | 0.25 | 0.20 | 0.19 | 0.09 | 0.14 | 0.20 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.29 | V/C | | 0.20 | V/C | | 0.20 | 0.743 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.32 | RTOG | | 0.29 | RTOG | | 0.26 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.20 | RTOR | | 0.20 | RTOR | | 0.05 | RTOR | | 0.15 | |
| RTC | | 0.47 | RTC | | 0.44 | RTC | | 0.30 | RTC | | 0.31 | |
| Addl ICU | | -0.28 | Addl ICU | | -0.19 | Addl ICU | | -0.21 | Addl ICU | | -0.24 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.79 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 135 | 839 | 283 | 266 | 1694 | 361 | 265 | 561 | 148 | 647 | 848 | 90 | Volume |
| 0.04 | 0.16 | 0.17 | 0.08 | 0.25 | 0.21 | 0.08 | 0.17 | 0.09 | 0.19 | 0.25 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.04 | | V/C | 0.25 | | V/C | 0.17 | | V/C | 0.19 | | 0.644 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.21 | | RTOG | 0.25 | | RTOG | 0.17 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.19 | | RTOR | 0.11 | | RTOR | 0.04 | | RTOR | 0.12 | | |
| RTC | 0.35 | | RTC | 0.33 | | RTC | 0.19 | | RTC | 0.37 | | |
| Addl ICU | -0.19 | | Addl ICU | -0.12 | | Addl ICU | -0.11 | | Addl ICU | -0.32 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.69 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 249 | 0 | 446 | 0 | 0 | 0 | 0 | 836 | 724 | 486 | 1155 | 0 | Volume |
| 0.07 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.14 | 0.34 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.07 | | V/C | 0.00 | | V/C | 0.25 | | V/C | 0.14 | | 0.462 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.07 | | RTOG | -0.07 | | RTOG | 0.25 | | RTOG | 0.39 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.05 | | RTOR | 0.07 | | RTOR | 0.07 | | |
| RTC | 0.18 | | RTC | -0.04 | | RTC | 0.30 | | RTC | 0.44 | | |
| Addl ICU | -0.05 | | Addl ICU | 0.04 | | Addl ICU | -0.30 | | Addl ICU | -0.44 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.51 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 113 | 574 | 102 | 416 | 1027 | 121 | 277 | 1464 | 386 | 468 | 1493 | 149 | Volume |
| 0.03 | 0.11 | 0.03 | 0.12 | 0.30 | 0.07 | 0.08 | 0.22 | 0.23 | 0.14 | 0.29 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.03 | | V/C | 0.30 | | V/C | 0.08 | | V/C | 0.29 | | 0.710 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.21 | | RTOG | 0.30 | | RTOG | 0.24 | | RTOG | 0.29 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.08 | | RTOR | 0.03 | | RTOR | 0.22 | | |
| RTC | 0.33 | | RTC | 0.36 | | RTC | 0.26 | | RTC | 0.46 | | |
| Addl ICU | -0.30 | | Addl ICU | -0.29 | | Addl ICU | -0.03 | | Addl ICU | -0.37 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 225 | 455 | 233 | 336 | 2427 | 75 | 90 | 348 | 669 | 518 | 900 | 352 | Volume |
| 0.07 | 0.09 | 0.00 | 0.10 | 0.48 | 0.04 | 0.03 | 0.07 | 0.00 | 0.15 | 0.18 | 0.21 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.07 | V/C | | 0.48 | V/C | | 0.07 | V/C | | 0.15 | 0.763 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.44 | RTOG | | 0.48 | RTOG | | 0.07 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.04 | RTOR | | 0.07 | RTOR | | 0.45 | |
| RTC | | 0.56 | RTC | | 0.51 | RTC | | 0.12 | RTC | | 0.53 | |
| Addl ICU | | -0.56 | Addl ICU | | -0.46 | Addl ICU | | -0.12 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.81 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 1.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 1832 | 3268 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 295 | 1093 | 734 | 347 | 3521 | 396 | 143 | 255 | 358 | 636 | 311 | 423 | Volume |
| 0.09 | 0.16 | 0.43 | 0.10 | 0.52 | 0.23 | 0.08 | 0.08 | 0.11 | 0.19 | 0.12 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.09 | | V/C | 0.52 | | V/C | 0.08 | | V/C | 0.19 | | 0.870 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.50 | | RTOG | 0.52 | | RTOG | 0.08 | | RTOG | 0.19 | | |
| RTOR | 0.19 | | RTOR | 0.14 | | RTOR | 0.09 | | RTOR | 0.44 | | |
| RTC | 0.64 | | RTC | 0.63 | | RTC | 0.14 | | RTC | 0.52 | | |
| Addl ICU | -0.21 | | Addl ICU | -0.39 | | Addl ICU | -0.04 | | Addl ICU | -0.35 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | |
| | | | | | | | | | | | 0.92 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 1413 | 92 | 585 | 3813 | 0 | 698 | 2 | 1197 | 0 | 0 | 0 | Volume |
| 0.00 | 0.21 | 0.05 | 0.17 | 0.56 | 0.00 | 0.16 | 0.00 | 0.47 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.56 | V/C | | 0.16 | V/C | | 0.00 | 0.725 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.39 | RTOG | | 0.56 | RTOG | | 0.16 | RTOG | | -0.16 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.16 | RTOR | | 0.00 | RTOR | | 0.35 | |
| RTC | | 0.51 | RTC | | 0.68 | RTC | | 0.16 | RTC | | 0.10 | |
| Addl ICU | | -0.46 | Addl ICU | | -0.68 | Addl ICU | | 0.31 | Addl ICU | | -0.10 | |
| | | 0.00 | | | 0.00 | | | 0.31 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 1.08 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4792 | 308 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 36 | 1306 | 84 | 95 | 4270 | 161 | 54 | 4 | 50 | 73 | 10 | 79 | Volume |
| 0.02 | 0.27 | 0.27 | 0.06 | 0.84 | 0.09 | 0.03 | 0.00 | 0.03 | 0.04 | 0.01 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.02 | | V/C | 0.84 | | V/C | 0.00 | | V/C | 0.04 | | 0.904 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.80 | | RTOG | 0.84 | | RTOG | 0.00 | | RTOG | 0.01 | | Right Turn Adjustment |
| RTOR | 0.04 | | RTOR | 0.04 | | RTOR | 0.02 | | RTOR | 0.59 | | |
| RTC | 0.83 | | RTC | 0.87 | | RTC | 0.02 | | RTC | 0.45 | | |
| Addl ICU | -0.56 | | Addl ICU | -0.77 | | Addl ICU | 0.01 | | Addl ICU | -0.41 | | |
| | 0.00 | | | 0.00 | | | 0.01 | | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.96 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 134 | 911 | 187 | 1765 | 2100 | 449 | 116 | 149 | 112 | 72 | 235 | 366 | Volume |
| 0.08 | 0.18 | 0.11 | 0.52 | 0.41 | 0.26 | 0.03 | 0.09 | 0.07 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.18 | | V/C | 0.52 | | V/C | 0.03 | | V/C | 0.14 | | 0.870 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.18 | | RTOG | 0.62 | | RTOG | 0.15 | | RTOG | 0.14 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.03 | | RTOR | 0.29 | | RTOR | 0.52 | | |
| RTC | 0.24 | | RTC | 0.64 | | RTC | 0.37 | | RTC | 0.53 | | |
| Addl ICU | -0.13 | | Addl ICU | -0.38 | | Addl ICU | -0.30 | | Addl ICU | -0.53 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.92 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 2 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 3400 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 257 | 0 | 217 | 0 | 1746 | 234 | 171 | 1765 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.06 | 0.00 | 0.26 | 0.14 | 0.05 | 0.35 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.15 | V/C | | 0.26 | V/C | | 0.05 | 0.458 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.15 | RTOG | | 0.15 | RTOG | | 0.26 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | -0.04 | RTOR | | 0.15 | RTOR | | 0.15 | |
| RTC | | -0.11 | RTC | | 0.12 | RTC | | 0.37 | RTC | | 0.42 | |
| Addl ICU | | 0.11 | Addl ICU | | -0.06 | Addl ICU | | -0.23 | Addl ICU | | -0.42 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.51 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4471 | 629 | Total Saturation |
| 67 | 0 | 112 | 0 | 0 | 0 | 0 | 1845 | 140 | 0 | 1919 | 270 | Volume |
| 0.04 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.54 | 0.00 | 0.00 | 0.43 | 0.43 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.43 | 0.469 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | -0.04 | RTOG | | 0.43 | RTOG | | 0.43 | Right Turn Adjustment |
| RTOR | | -0.11 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | -0.05 | RTC | | -0.04 | RTC | | 0.46 | RTC | | 0.46 | |
| Addl ICU | | 0.11 | Addl ICU | | 0.04 | Addl ICU | | -0.46 | Addl ICU | | -0.03 | |
| | | 0.11 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.63 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 250 | 535 | 133 | 299 | 1544 | 656 | 711 | 1532 | 873 | 340 | 1294 | 273 | Volume |
| 0.07 | 0.10 | 0.00 | 0.09 | 0.30 | 0.00 | 0.14 | 0.30 | 0.51 | 0.10 | 0.25 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.07 | | V/C | 0.30 | | V/C | 0.14 | | V/C | 0.25 | | 0.769 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.29 | | RTOG | 0.30 | | RTOG | 0.29 | | RTOG | 0.25 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.14 | | RTOR | 0.07 | | RTOR | 0.27 | | |
| RTC | 0.36 | | RTC | 0.41 | | RTC | 0.35 | | RTC | 0.46 | | |
| Addl ICU | -0.36 | | Addl ICU | -0.41 | | Addl ICU | 0.17 | | Addl ICU | -0.30 | | |
| | 0.00 | | | 0.00 | | | 0.17 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.98 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 4965 | 135 | 1700 | 764 | 936 | 1700 | 1700 | 1700 | Total Saturation |
| 141 | 1166 | 107 | 106 | 2057 | 56 | 22 | 111 | 136 | 264 | 104 | 226 | Volume |
| 0.08 | 0.23 | 0.00 | 0.06 | 0.41 | 0.41 | 0.01 | 0.15 | 0.15 | 0.16 | 0.06 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.08 | | V/C | 0.41 | | V/C | 0.15 | | V/C | 0.16 | | 0.798 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.43 | | RTOG | 0.41 | | RTOG | 0.15 | | RTOG | 0.29 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.24 | | RTOR | 0.08 | | RTOR | 0.27 | | |
| RTC | 0.55 | | RTC | 0.59 | | RTC | 0.21 | | RTC | 0.49 | | |
| Addl ICU | -0.55 | | Addl ICU | -0.18 | | Addl ICU | -0.06 | | Addl ICU | -0.36 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.85 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|--|-------|-----------|-----------|-----------|-------|-----------|-------|-----------------------|--------------|------|--------------------|------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 4917 | 183 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 163 | 1214 | 229 | 117 | 2123 | 79 | 13 | 12 | 29 | 399 | 42 | 110 | Volume |
| 0.10 | 0.24 | 0.00 | 0.03 | 0.43 | 0.43 | 0.01 | 0.01 | 0.00 | 0.12 | 0.02 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | Direction | SBT | Direction | EBT | Direction | WBL | Initial ICU | | | | |
| V/C | 0.10 | V/C | 0.43 | V/C | 0.01 | V/C | 0.12 | 0.652 | | | | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.49 | RTOG | 0.43 | RTOG | 0.01 | RTOG | 0.12 | Right Turn Adjustment | | | | |
| RTOR | 0.12 | RTOR | 0.10 | RTOR | 0.10 | RTOR | 0.29 | 0.00 | | | | |
| RTC | 0.58 | RTC | 0.51 | RTC | 0.08 | RTC | 0.33 | 0.00 | | | | |
| Addl ICU | -0.58 | Addl ICU | -0.07 | Addl ICU | -0.08 | Addl ICU | -0.27 | 0.00 | | | | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2686 | 714 | Total Saturation |
| 5 | 1038 | 162 | 120 | 1265 | 1017 | 533 | 208 | 11 | 228 | 399 | 106 | Volume |
| 0.00 | 0.20 | 0.00 | 0.04 | 0.25 | 0.00 | 0.16 | 0.06 | 0.01 | 0.07 | 0.15 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.25 | V/C | | 0.16 | V/C | | 0.15 | 0.556 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.25 | RTOG | | 0.24 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.24 | RTOR | | 0.16 | RTOR | | 0.00 | RTOR | | 0.05 | |
| RTC | | 0.40 | RTC | | 0.37 | RTC | | 0.24 | RTC | | 0.18 | |
| Addl ICU | | -0.40 | Addl ICU | | -0.37 | Addl ICU | | -0.23 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.61 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3902 | 345 | 0 | 1312 | 0 | 0 | 0 | 0 | 171 | 0 | 1327 | Volume |
| 0.00 | 0.57 | 0.00 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.26 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.57 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.10 | 0.674 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.57 | RTOG | | 0.57 | RTOG | | -0.10 | RTOG | | 0.10 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.10 | RTOR | | 0.32 | RTOR | | 0.00 | |
| RTC | | 0.65 | RTC | | 0.65 | RTC | | 0.14 | RTC | | 0.10 | |
| Addl ICU | | -0.65 | Addl ICU | | -0.65 | Addl ICU | | -0.14 | Addl ICU | | 0.16 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.16 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.88 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 1490 | 0 | 0 | 1124 | 420 | 2698 | 0 | 525 | 0 | 0 | 0 | Volume |
| 0.00 | 0.29 | 0.00 | 0.00 | 0.22 | 0.00 | 0.53 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.29 | V/C | | 0.00 | V/C | | 0.53 | V/C | | 0.00 | 0.821 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.29 | RTOG | | 0.29 | RTOG | | 0.53 | RTOG | | -0.53 | Right Turn Adjustment |
| RTOR | | 0.53 | RTOR | | 0.53 | RTOR | | 0.07 | RTOR | | 0.00 | |
| RTC | | 0.69 | RTC | | 0.69 | RTC | | 0.58 | RTC | | -0.53 | |
| Addl ICU | | -0.69 | Addl ICU | | -0.69 | Addl ICU | | -0.27 | Addl ICU | | 0.53 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.87 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 293 | 0 | 462 | 0 | 741 | 377 | 431 | 1337 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.14 | 0.00 | 0.22 | 0.22 | 0.13 | 0.39 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.17 | V/C | | 0.00 | V/C | | 0.39 | 0.566 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.17 | RTOG | | 0.17 | RTOG | | 0.27 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.00 | RTOR | | 0.17 | RTOR | | 0.17 | |
| RTC | | -0.04 | RTC | | 0.17 | RTC | | 0.40 | RTC | | 0.52 | |
| Addl ICU | | 0.04 | Addl ICU | | -0.04 | Addl ICU | | -0.17 | Addl ICU | | -0.52 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.62 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 277 | 0 | 602 | 0 | 0 | 0 | 0 | 1014 | 41 | 131 | 1490 | 0 | Volume |
| 0.08 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.08 | 0.44 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.44 | 0.520 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | -0.08 | RTOG | | 0.36 | RTOG | | 0.44 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.08 | |
| RTC | | 0.19 | RTC | | -0.08 | RTC | | 0.42 | RTC | | 0.50 | |
| Addl ICU | | -0.01 | Addl ICU | | 0.08 | Addl ICU | | -0.42 | Addl ICU | | -0.50 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.57 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 248 | 19 | 104 | 145 | 70 | 23 | 22 | 964 | 196 | 413 | 1378 | 21 | Volume |
| 0.15 | 0.01 | 0.06 | 0.09 | 0.02 | 0.01 | 0.01 | 0.28 | 0.12 | 0.24 | 0.41 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.15 | | V/C | 0.02 | | V/C | 0.28 | | V/C | 0.24 | | 0.693 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.08 | | RTOG | 0.02 | | RTOG | 0.28 | | RTOG | 0.51 | | Right Turn Adjustment |
| RTOR | 0.24 | | RTOR | 0.12 | | RTOR | 0.15 | | RTOR | 0.16 | | |
| RTC | 0.26 | | RTC | 0.11 | | RTC | 0.39 | | RTC | 0.63 | | |
| Addl ICU | -0.20 | | Addl ICU | -0.10 | | Addl ICU | -0.28 | | Addl ICU | -0.62 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.74 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 0.5 | 0.0 | 0.5 | 0.5 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 1218 | 482 | 514 | 405 | 1295 | 252 | Total Saturation |
| 32 | 151 | 6 | 40 | 543 | 195 | 43 | 17 | 26 | 20 | 64 | 27 | Volume |
| 0.04 | 0.09 | 0.01 | 0.05 | 0.32 | 0.23 | 0.04 | 0.04 | 0.04 | 0.05 | 0.06 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.32 | V/C | | 0.04 | V/C | | 0.06 | 0.451 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.31 | RTOG | | 0.32 | RTOG | | 0.04 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.27 | |
| RTC | | 0.35 | RTC | | 0.35 | RTC | | 0.07 | RTC | | 0.26 | |
| Addl ICU | | -0.34 | Addl ICU | | -0.12 | Addl ICU | | -0.03 | Addl ICU | | -0.20 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.50 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 145 | 54 | 55 | 281 | 409 | 647 | 175 | 1591 | 285 | 121 | 1586 | 77 | Volume |
| 0.04 | 0.02 | 0.03 | 0.17 | 0.12 | 0.00 | 0.05 | 0.31 | 0.17 | 0.04 | 0.31 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.04 | | V/C | 0.12 | | V/C | 0.05 | | V/C | 0.31 | | 0.525 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.00 | | RTOG | 0.12 | | RTOG | 0.33 | | RTOG | 0.31 | | Right Turn Adjustment |
| RTOR | 0.05 | | RTOR | 0.05 | | RTOR | 0.04 | | RTOR | 0.15 | | |
| RTC | 0.04 | | RTC | 0.16 | | RTC | 0.36 | | RTC | 0.42 | | |
| Addl ICU | 0.00 | | Addl ICU | -0.16 | | Addl ICU | -0.19 | | Addl ICU | -0.38 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3208 | 192 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3243 | 157 | Total Saturation |
| 162 | 67 | 4 | 22 | 363 | 897 | 673 | 331 | 608 | 27 | 600 | 29 | Volume |
| 0.05 | 0.02 | 0.02 | 0.01 | 0.11 | 0.53 | 0.20 | 0.10 | 0.36 | 0.02 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.11 | | V/C | 0.20 | | V/C | 0.19 | | 0.537 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.14 | | RTOG | 0.11 | | RTOG | 0.37 | | RTOG | 0.19 | | Right Turn Adjustment |
| RTOR | 0.29 | | RTOR | 0.20 | | RTOR | 0.05 | | RTOR | 0.13 | | |
| RTC | 0.36 | | RTC | 0.26 | | RTC | 0.40 | | RTC | 0.29 | | |
| Addl ICU | -0.33 | | Addl ICU | 0.27 | | Addl ICU | -0.05 | | Addl ICU | -0.10 | | |
| | 0.00 | | | 0.27 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.86 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 345 | 0 | 166 | 62 | 970 | 0 | 0 | 1148 | 153 | Volume |
| 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.10 | 0.04 | 0.29 | 0.00 | 0.00 | 0.34 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.10 | | V/C | 0.04 | | V/C | 0.34 | | 0.476 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.10 | | RTOG | 0.10 | | RTOG | 0.37 | | RTOG | 0.34 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.04 | | RTOR | 0.10 | | RTOR | 0.10 | | |
| RTC | -0.03 | | RTC | 0.13 | | RTC | 0.45 | | RTC | 0.41 | | |
| Addl ICU | 0.03 | | Addl ICU | -0.03 | | Addl ICU | -0.45 | | Addl ICU | -0.32 | | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.53 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 54 | 0 | 0 | 0 | 0 | 2388 | 82 | 110 | 1719 | 0 | Volume |
| 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.47 | 0.05 | 0.06 | 0.34 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.47 | V/C | | 0.06 | 0.533 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.47 | RTOG | | 0.53 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.20 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.05 | RTC | | 0.15 | RTC | | 0.47 | RTC | | 0.53 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.15 | Addl ICU | | -0.42 | Addl ICU | | -0.53 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 134 | 342 | 99 | 293 | 558 | 395 | 205 | 489 | 109 | 161 | 1023 | 310 | Volume |
| 0.08 | 0.10 | 0.06 | 0.09 | 0.16 | 0.23 | 0.06 | 0.14 | 0.06 | 0.05 | 0.30 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.16 | V/C | | 0.06 | V/C | | 0.30 | 0.604 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.16 | RTOG | | 0.31 | RTOG | | 0.30 | Right Turn Adjustment |
| RTOR | | 0.22 | RTOR | | 0.06 | RTOR | | 0.08 | RTOR | | 0.14 | |
| RTC | | 0.32 | RTC | | 0.21 | RTC | | 0.37 | RTC | | 0.41 | |
| Addl ICU | | -0.26 | Addl ICU | | 0.02 | Addl ICU | | -0.31 | Addl ICU | | -0.23 | |
| | | 0.00 | | | 0.02 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.68 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 632 | 482 | 237 | 117 | 358 | 319 | 249 | 1074 | 372 | 169 | 1297 | 113 | Volume |
| 0.19 | 0.14 | 0.14 | 0.07 | 0.11 | 0.19 | 0.07 | 0.21 | 0.00 | 0.05 | 0.25 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.19 | V/C | | 0.11 | V/C | | 0.07 | V/C | | 0.25 | 0.619 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.11 | RTOG | | 0.28 | RTOG | | 0.25 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.07 | RTOR | | 0.19 | RTOR | | 0.15 | |
| RTC | | 0.31 | RTC | | 0.16 | RTC | | 0.42 | RTC | | 0.37 | |
| Addl ICU | | -0.17 | Addl ICU | | 0.03 | Addl ICU | | -0.42 | Addl ICU | | -0.30 | |
| | | 0.00 | | | 0.03 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 1700 | 6504 | 1996 | 3400 | 1700 | 3400 | 3400 | 2456 | 944 | Total Saturation |
| 1023 | 2992 | 34 | 20 | 2463 | 756 | 279 | 20 | 319 | 5 | 13 | 5 | Volume |
| 0.30 | 0.44 | 0.02 | 0.01 | 0.38 | 0.38 | 0.08 | 0.01 | 0.09 | 0.00 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.30 | V/C | | 0.38 | V/C | | 0.08 | V/C | | 0.01 | 0.767 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.67 | RTOG | | 0.38 | RTOG | | 0.09 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.08 | RTOR | | 0.30 | RTOR | | 0.24 | |
| RTC | | 0.72 | RTC | | 0.44 | RTC | | 0.31 | RTC | | 0.18 | |
| Addl ICU | | -0.70 | Addl ICU | | -0.06 | Addl ICU | | -0.22 | Addl ICU | | -0.18 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.82 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 46 | 1654 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 318 | 2 | 72 | 71 | 72 | 317 | 16 | 1078 | 98 | 42 | 1421 | 0 | Volume |
| 0.09 | 0.04 | 0.04 | 0.04 | 0.04 | 0.19 | 0.01 | 0.32 | 0.06 | 0.02 | 0.42 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.09 | V/C | | 0.04 | V/C | | 0.01 | V/C | | 0.42 | 0.563 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.04 | RTOG | | 0.40 | RTOG | | 0.42 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.01 | RTOR | | 0.09 | RTOR | | 0.09 | |
| RTC | | 0.18 | RTC | | 0.05 | RTC | | 0.47 | RTC | | 0.49 | |
| Addl ICU | | -0.13 | Addl ICU | | 0.14 | Addl ICU | | -0.42 | Addl ICU | | -0.49 | |
| | | 0.00 | | | 0.14 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.75 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 60 | 60 | 138 | 388 | 92 | 194 | 102 | 1805 | 42 | 83 | 1529 | 187 | Volume |
| 0.04 | 0.04 | 0.08 | 0.11 | 0.05 | 0.11 | 0.06 | 0.35 | 0.02 | 0.05 | 0.30 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.04 | | V/C | 0.11 | | V/C | 0.35 | | V/C | 0.05 | | 0.552 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | 0.11 | | RTOG | 0.35 | | RTOG | 0.34 | | Right Turn Adjustment |
| RTOR | 0.05 | | RTOR | 0.10 | | RTOR | 0.10 | | RTOR | 0.11 | | |
| RTC | 0.07 | | RTC | 0.19 | | RTC | 0.43 | | RTC | 0.43 | | |
| Addl ICU | 0.01 | | Addl ICU | -0.08 | | Addl ICU | -0.40 | | Addl ICU | -0.32 | | |
| | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.61 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2682 | 718 | 1700 | 3353 | 47 | 1700 | 283 | 1417 | 1700 | 1275 | 425 | Total Saturation |
| 18 | 157 | 42 | 2 | 642 | 9 | 13 | 14 | 70 | 137 | 9 | 3 | Volume |
| 0.01 | 0.06 | 0.06 | 0.00 | 0.19 | 0.19 | 0.01 | 0.05 | 0.05 | 0.08 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.19 | V/C | | 0.05 | V/C | | 0.08 | 0.332 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.19 | RTOG | | 0.05 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.12 | RTOR | | 0.01 | RTOR | | 0.14 | |
| RTC | | 0.26 | RTC | | 0.28 | RTC | | 0.06 | RTC | | 0.23 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.09 | Addl ICU | | -0.01 | Addl ICU | | -0.22 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | Total Saturation |
| 134 | 222 | 142 | 27 | 889 | 31 | 4 | 30 | 69 | 250 | 93 | 11 | Volume |
| 0.16 | 0.13 | 0.17 | 0.03 | 0.52 | 0.04 | 0.00 | 0.02 | 0.08 | 0.29 | 0.05 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.16 | V/C | | 0.52 | V/C | | 0.02 | V/C | | 0.29 | 0.992 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.65 | RTOG | | 0.52 | RTOG | | 0.02 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.29 | RTOR | | 0.26 | RTOR | | 0.16 | RTOR | | 0.55 | |
| RTC | | 0.87 | RTC | | 0.72 | RTC | | 0.14 | RTC | | 0.72 | |
| Addl ICU | | -0.70 | Addl ICU | | -0.68 | Addl ICU | | -0.05 | Addl ICU | | -0.71 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 1.04 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3221 | 179 | 1700 | 2593 | 807 | 1700 | 181 | 1519 | 1700 | 1438 | 262 | Total Saturation |
| 14 | 162 | 9 | 1 | 623 | 194 | 18 | 5 | 42 | 52 | 22 | 4 | Volume |
| 0.01 | 0.05 | 0.05 | 0.00 | 0.24 | 0.24 | 0.01 | 0.03 | 0.03 | 0.03 | 0.02 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.01 | | V/C | 0.24 | | V/C | 0.03 | | V/C | 0.03 | | 0.307 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.25 | | RTOG | 0.24 | | RTOG | 0.03 | | RTOG | 0.05 | | Right Turn Adjustment |
| RTOR | 0.03 | | RTOR | 0.04 | | RTOR | 0.01 | | RTOR | 0.20 | | |
| RTC | 0.27 | | RTC | 0.27 | | RTC | 0.03 | | RTC | 0.20 | | |
| Addl ICU | -0.22 | | Addl ICU | -0.03 | | Addl ICU | -0.01 | | Addl ICU | -0.18 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.36 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 0 | 0 | 1665 | 35 | 850 | 1693 | 7 | 850 | 1700 | 0 | Total Saturation |
| 1 | 28 | 0 | 0 | 193 | 4 | 1 | 241 | 1 | 12 | 432 | 0 | Volume |
| 0.00 | 0.02 | 0.00 | 0.00 | 0.12 | 0.12 | 0.00 | 0.14 | 0.14 | 0.01 | 0.25 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.25 | 0.372 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.12 | RTOG | | 0.24 | RTOG | | 0.25 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.10 | |
| RTC | | 0.20 | RTC | | 0.12 | RTC | | 0.24 | RTC | | 0.33 | |
| Addl ICU | | -0.20 | Addl ICU | | 0.00 | Addl ICU | | -0.10 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.42 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 51 | 0 | 50 | 0 | 0 | 0 | 0 | 1880 | 60 | 55 | 1715 | 0 | Volume |
| 0.03 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.04 | 0.03 | 0.34 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.00 | V/C | | 0.37 | V/C | | 0.03 | 0.431 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | -0.03 | RTOG | | 0.37 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.06 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.05 | RTC | | 0.02 | RTC | | 0.39 | RTC | | 0.42 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.02 | Addl ICU | | -0.36 | Addl ICU | | -0.42 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.48 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 8 | 11 | 0 | 0 | 38 | 120 | 27 | 0 | 20 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.02 | 0.07 | 0.02 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.02 | V/C | | 0.02 | V/C | | 0.00 | 0.043 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.02 | RTOG | | 0.02 | RTOG | | -0.02 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.02 | |
| RTC | | 0.04 | RTC | | 0.03 | RTC | | 0.02 | RTC | | 0.00 | |
| Addl ICU | | -0.04 | Addl ICU | | 0.04 | Addl ICU | | -0.01 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.04 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.13 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 45 | 1655 | 0 | 0 | 1657 | 43 | Total Saturation |
| 0 | 0 | 0 | 34 | 0 | 43 | 6 | 223 | 0 | 0 | 349 | 9 | Volume |
| 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.05 | 0.13 | 0.13 | 0.00 | 0.00 | 0.21 | 0.21 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.04 | V/C | | 0.13 | V/C | | 0.21 | 0.385 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.04 | RTOG | | 0.04 | RTOG | | 0.35 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.13 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.12 | RTC | | 0.14 | RTC | | 0.38 | RTC | | 0.24 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.09 | Addl ICU | | -0.38 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.44 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 4 | 12 | 270 | 0 | 0 | 320 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.16 | 0.00 | 0.00 | 0.19 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.19 | 0.195 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.20 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.03 | RTC | | 0.01 | RTC | | 0.20 | RTC | | 0.19 | |
| Addl ICU | | -0.03 | Addl ICU | | 0.00 | Addl ICU | | -0.20 | Addl ICU | | -0.19 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.25 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 57 | 8 | 68 | 166 | 36 | 139 | 42 | 2279 | 42 | 52 | 1613 | 19 | Volume |
| 0.03 | 0.00 | 0.04 | 0.10 | 0.02 | 0.08 | 0.02 | 0.45 | 0.02 | 0.03 | 0.32 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.10 | V/C | | 0.45 | V/C | | 0.03 | 0.580 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.07 | RTOG | | 0.45 | RTOG | | 0.45 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.16 | RTOR | | 0.08 | RTOR | | 0.10 | |
| RTC | | 0.03 | RTC | | 0.19 | RTC | | 0.51 | RTC | | 0.53 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.11 | Addl ICU | | -0.48 | Addl ICU | | -0.51 | |
| | | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 0 | 1700 | 1431 | 269 | 0 | 1700 | 0 | Total Saturation |
| 19 | 103 | 0 | 0 | 105 | 0 | 9 | 218 | 41 | 0 | 300 | 0 | Volume |
| 0.01 | 0.06 | 0.00 | 0.00 | 0.06 | 0.00 | 0.01 | 0.15 | 0.15 | 0.00 | 0.18 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.01 | V/C | | 0.06 | V/C | | 0.01 | V/C | | 0.18 | 0.255 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.06 | RTOG | | 0.18 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.10 | RTC | | 0.07 | RTC | | 0.19 | RTC | | 0.19 | |
| Addl ICU | | -0.10 | Addl ICU | | -0.07 | Addl ICU | | -0.04 | Addl ICU | | -0.19 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.30 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1009 | 691 | 1700 | 1700 | 1700 | 1700 | 3255 | 145 | 1700 | 3400 | 1700 | Total Saturation |
| 99 | 38 | 26 | 131 | 58 | 527 | 150 | 853 | 38 | 12 | 1001 | 32 | Volume |
| 0.06 | 0.04 | 0.04 | 0.08 | 0.03 | 0.31 | 0.09 | 0.26 | 0.26 | 0.01 | 0.29 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.08 | V/C | | 0.09 | V/C | | 0.29 | 0.497 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.06 | RTOG | | 0.38 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.09 | RTOR | | 0.08 | RTOR | | 0.08 | |
| RTC | | 0.13 | RTC | | 0.12 | RTC | | 0.44 | RTC | | 0.35 | |
| Addl ICU | | -0.09 | Addl ICU | | 0.19 | Addl ICU | | -0.17 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.19 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.73 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 1700 | 1700 | 482 | 1218 | 1700 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 0 | 11 | 203 | 166 | 19 | 48 | 22 | 2706 | 0 | 124 | 1780 | 61 | Volume |
| 0.00 | 0.01 | 0.12 | 0.10 | 0.04 | 0.04 | 0.01 | 0.53 | 0.00 | 0.04 | 0.35 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.10 | V/C | | 0.53 | V/C | | 0.04 | 0.671 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.10 | RTOG | | 0.53 | RTOG | | 0.55 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.22 | RTOR | | 0.06 | RTOR | | 0.10 | |
| RTC | | 0.03 | RTC | | 0.27 | RTC | | 0.58 | RTC | | 0.63 | |
| Addl ICU | | 0.09 | Addl ICU | | -0.23 | Addl ICU | | -0.58 | Addl ICU | | -0.59 | |
| | | 0.09 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.81 | | | | | | | | | | | | |

INTERSECTION ANALYSIS WORKSHEETS

**POST YEAR 2035 – NO PROJECT
2012 MODIFIED PROJECT OPTION 1
PM PEAK HOUR**

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Impact Analysis Report
 Level Of Service

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|--------------|-------------|--------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #282 Jeffrey Rd & Portola Pkwy | D | xxxxxx 0.818 | D | xxxxxx 0.818 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxxx 0.971 | E | xxxxxx 0.971 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | C | xxxxxx 0.788 | C | xxxxxx 0.788 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | D | xxxxxx 0.891 | D | xxxxxx 0.891 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | B | xxxxxx 0.634 | B | xxxxxx 0.634 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | D | xxxxxx 0.804 | D | xxxxxx 0.804 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | D | xxxxxx 0.881 | D | xxxxxx 0.881 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | C | 33.3 0.958 | C | 33.3 0.958 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 19.1 0.892 | B | 19.1 0.892 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxxx 1.208 | F | xxxxxx 1.208 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | A | 7.5 0.555 | A | 7.5 0.555 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 16.3 0.857 | B | 16.3 0.857 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | F | xxxxxx 1.014 | F | xxxxxx 1.014 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | C | xxxxxx 0.714 | C | xxxxxx 0.714 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx 0.575 | A | xxxxxx 0.575 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | C | xxxxxx 0.798 | C | xxxxxx 0.798 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | A | 7.4 0.595 | A | 7.4 0.595 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 23.2 0.862 | C | 23.2 0.862 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | F | xxxxxx 1.003 | F | xxxxxx 1.003 | + 0.000 V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 12.8 0.563 | B | 12.8 0.563 | + 0.000 D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | C | 20.7 0.599 | C | 20.7 0.599 | + 0.000 D/V |
| #556 Ridge Valley & Portola Pkwy | D | xxxxxx 0.899 | D | xxxxxx 0.899 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 2.8 0.270 | A | 2.8 0.270 | + 0.000 V/C |

IUSD High School #5 TIA
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| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #558 "O" St & Irvine Blvd | D xxxxxx | 0.865 | D xxxxxx | 0.865 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | C xxxxxx | 0.721 | C xxxxxx | 0.721 | + 0.000 V/C |
| #560 "O" St & Marine Wy | C xxxxxx | 0.724 | C xxxxxx | 0.724 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | C xxxxxx | 0.716 | C xxxxxx | 0.716 | + 0.000 V/C |
| #566 Marine Wy & Barranca Pkwy | B xxxxxx | 0.669 | B xxxxxx | 0.669 | + 0.000 V/C |
| #567 Marine Wy & Alton Pkwy | B xxxxxx | 0.660 | B xxxxxx | 0.660 | + 0.000 V/C |
| #569 Bake Pkwy & Marine Wy | D xxxxxx | 0.824 | D xxxxxx | 0.824 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | B xxxxxx | 0.655 | B xxxxxx | 0.655 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | D xxxxxx | 0.829 | D xxxxxx | 0.829 | + 0.000 V/C |
| #603 "O" St & "LN" St | A xxxxxx | 0.318 | A xxxxxx | 0.318 | + 0.000 V/C |
| #605 "O" St & "LQ" St | A 3.5 | 0.446 | A 3.5 | 0.446 | + 0.000 V/C |
| #608 "O" St & "LV" St | A xxxxxx | 0.345 | A xxxxxx | 0.345 | + 0.000 V/C |
| #626 "LY" St & "LQ" St | A 4.7 | 0.375 | A 4.7 | 0.375 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | B xxxxxx | 0.617 | B xxxxxx | 0.617 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A 9.8 | 0.096 | A 9.8 | 0.096 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A 4.3 | 0.345 | A 4.3 | 0.345 | + 0.000 V/C |
| #787 "Z" St & "LQ" St | A 10.0 | 0.015 | A 10.0 | 0.015 | + 0.000 D/V |
| #790 "Z" St & Irvine Blvd | C xxxxxx | 0.758 | C xxxxxx | 0.758 | + 0.000 V/C |
| #798 "B" St & "LQ" St | A xxxxxx | 0.392 | A xxxxxx | 0.392 | + 0.000 V/C |
| #799 "B" St & Marine Wy | D xxxxxx | 0.814 | D xxxxxx | 0.814 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | C xxxxxx | 0.796 | C xxxxxx | 0.796 | + 0.000 V/C |

IUSD High School #5 TIA
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2012 Modified Project Option 1

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|----|---|--------------|----|----|------------|---|----|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 70 | 94 | 0 | 0 | 70 | 26 | 64 | 0 | 96 | 0 | 0 | 0 | | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.8 | | | xxxxxx | | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=160]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=420]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|----|-----|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 70 | | 94 | | 0 | 0 | | 70 | | 26 | 64 | | 0 | | 96 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | | | | | | | 260 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 160 | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | 953 | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 | 371 | 0 | 0 | 0 | 0 | 319 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | | 10.0 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=1]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=710]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | |
|----------------------------------|-------------|---|---|-------------|---|---|--------------|-----|---|--------------|-----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 1 | 19 | 371 | 0 | 0 | 319 | 0 | | | | |
| Major Street Volume: | 709 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 1 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 403 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for Vol/Sat and Crit Moves.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.971
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 166 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 452 | 996 | 398 | 309 | 628 | 228 | 128 | 1501 | 301 | 295 | 2032 | 435 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 452 | 996 | 398 | 309 | 628 | 228 | 128 | 1501 | 301 | 295 | 2032 | 435 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 452 | 996 | 0 | 309 | 628 | 228 | 128 | 1501 | 301 | 295 | 2032 | 435 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 452 | 996 | 0 | 309 | 628 | 228 | 128 | 1501 | 301 | 295 | 2032 | 435 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 452 | 996 | 0 | 309 | 628 | 228 | 128 | 1501 | 301 | 295 | 2032 | 435 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.50 | 0.50 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4248 | 852 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.20 | 0.00 | 0.09 | 0.12 | 0.13 | 0.04 | 0.35 | 0.35 | 0.09 | 0.60 | 0.26 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.788
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 375 | 1444 | 427 | 80 | 868 | 285 | 263 | 242 | 248 | 231 | 223 | 105 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 375 | 1444 | 427 | 80 | 868 | 285 | 263 | 242 | 248 | 231 | 223 | 105 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 375 | 1444 | 427 | 80 | 868 | 285 | 263 | 242 | 248 | 231 | 223 | 105 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 375 | 1444 | 427 | 80 | 868 | 285 | 263 | 242 | 248 | 231 | 223 | 105 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 375 | 1444 | 427 | 80 | 868 | 285 | 263 | 242 | 248 | 231 | 223 | 105 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.32 | 0.68 | 2.00 | 3.00 | 1.00 | 1.00 | 0.99 | 1.01 | 2.00 | 0.68 | 0.32 |
| Final Sat.: | 3400 | 3936 | 1164 | 3400 | 5100 | 1700 | 1700 | 1679 | 1721 | 3400 | 1156 | 544 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.11 | 0.37 | 0.37 | 0.02 | 0.17 | 0.17 | 0.15 | 0.14 | 0.14 | 0.07 | 0.19 | 0.19 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.891
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 82 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 4 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 239 | 2063 | 502 | 107 | 1100 | 165 | 390 | 661 | 167 | 263 | 653 | 278 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 239 | 2063 | 502 | 107 | 1100 | 165 | 390 | 661 | 167 | 263 | 653 | 278 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 239 | 2063 | 502 | 107 | 1100 | 165 | 390 | 661 | 167 | 263 | 653 | 278 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 239 | 2063 | 502 | 107 | 1100 | 165 | 390 | 661 | 167 | 263 | 653 | 278 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 239 | 2063 | 502 | 107 | 1100 | 165 | 390 | 661 | 167 | 263 | 653 | 278 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.41 | 0.59 | 2.00 | 4.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 4102 | 998 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.50 | 0.50 | 0.03 | 0.16 | 0.10 | 0.11 | 0.19 | 0.10 | 0.08 | 0.19 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.634 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 31 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 651 | 0 | 414 | 0 | 0 | 0 | 0 | 911 | 251 | 424 | 1039 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 651 | 0 | 414 | 0 | 0 | 0 | 0 | 911 | 251 | 424 | 1039 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 651 | 0 | 414 | 0 | 0 | 0 | 0 | 911 | 0 | 424 | 1039 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 651 | 0 | 414 | 0 | 0 | 0 | 0 | 911 | 0 | 424 | 1039 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 651 | 0 | 414 | 0 | 0 | 0 | 0 | 911 | 0 | 424 | 1039 | 0 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.19 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.00 | 0.12 | 0.31 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.804
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 53 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 538 | 845 | 454 | 120 | 564 | 246 | 194 | 1206 | 186 | 402 | 1903 | 473 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 538 | 845 | 454 | 120 | 564 | 246 | 194 | 1206 | 186 | 402 | 1903 | 473 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 538 | 845 | 454 | 120 | 564 | 246 | 194 | 1206 | 186 | 402 | 1903 | 473 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 538 | 845 | 454 | 120 | 564 | 246 | 194 | 1206 | 186 | 402 | 1903 | 473 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 538 | 845 | 454 | 120 | 564 | 246 | 194 | 1206 | 186 | 402 | 1903 | 473 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.16 | 0.17 | 0.13 | 0.04 | 0.17 | 0.14 | 0.06 | 0.18 | 0.11 | 0.12 | 0.37 | 0.28 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.881
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 77 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 722 | 2120 | 517 | 415 | 813 | 149 | 171 | 591 | 237 | 419 | 473 | 413 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 722 | 2120 | 517 | 415 | 813 | 149 | 171 | 591 | 237 | 419 | 473 | 413 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 722 | 2120 | 0 | 415 | 813 | 149 | 171 | 591 | 0 | 419 | 473 | 413 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 722 | 2120 | 0 | 415 | 813 | 149 | 171 | 591 | 0 | 419 | 473 | 413 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 722 | 2120 | 0 | 415 | 813 | 149 | 171 | 591 | 0 | 419 | 473 | 413 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.21 | 0.42 | 0.00 | 0.12 | 0.16 | 0.09 | 0.05 | 0.12 | 0.00 | 0.12 | 0.14 | 0.24 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 0 Average Delay (sec/veh): 33.3
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.892
Loss Time (sec): 0 Average Delay (sec/veh): 19.1
Optimal Cycle: 180 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected), Rights (Include), Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.208
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 217 | 1910 | 150 | 681 | 1184 | 218 | 363 | 269 | 89 | 189 | 83 | 1621 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 217 | 1910 | 150 | 681 | 1184 | 218 | 363 | 269 | 89 | 189 | 83 | 1621 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 217 | 1910 | 150 | 681 | 1184 | 218 | 363 | 269 | 89 | 189 | 83 | 1621 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 217 | 1910 | 150 | 681 | 1184 | 218 | 363 | 269 | 89 | 189 | 83 | 1621 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 217 | 1910 | 150 | 681 | 1184 | 218 | 363 | 269 | 89 | 189 | 83 | 1621 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.53 | 0.47 | 2.00 | 0.75 | 0.25 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4307 | 793 | 3400 | 1277 | 423 | 3400 | 1700 | 3400 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.37 | 0.09 | 0.20 | 0.27 | 0.27 | 0.11 | 0.21 | 0.21 | 0.06 | 0.05 | 0.48 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 0 Average Delay (sec/veh): 7.5
Optimal Cycle: 51 Level Of Service: A

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 0 Average Delay (sec/veh): 16.3
Optimal Cycle: 159 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.014
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 1 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 797 | 1356 | 241 | 253 | 765 | 869 | 685 | 1089 | 365 | 187 | 1930 | 351 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 797 | 1356 | 241 | 253 | 765 | 869 | 685 | 1089 | 365 | 187 | 1930 | 351 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 797 | 1356 | 0 | 253 | 765 | 0 | 685 | 1089 | 365 | 187 | 1930 | 351 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 797 | 1356 | 0 | 253 | 765 | 0 | 685 | 1089 | 365 | 187 | 1930 | 351 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 797 | 1356 | 0 | 253 | 765 | 0 | 685 | 1089 | 365 | 187 | 1930 | 351 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.23 | 0.27 | 0.00 | 0.07 | 0.15 | 0.00 | 0.20 | 0.21 | 0.21 | 0.06 | 0.38 | 0.21 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 115 | 2070 | 289 | 56 | 1085 | 68 | 45 | 75 | 167 | 141 | 97 | 149 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 115 | 2070 | 289 | 56 | 1085 | 68 | 45 | 75 | 167 | 141 | 97 | 149 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 115 | 2070 | 0 | 56 | 1085 | 68 | 45 | 75 | 167 | 141 | 97 | 149 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 115 | 2070 | 0 | 56 | 1085 | 68 | 45 | 75 | 167 | 141 | 97 | 149 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 115 | 2070 | 0 | 56 | 1085 | 68 | 45 | 75 | 167 | 141 | 97 | 149 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.82 | 0.18 | 1.00 | 0.31 | 0.69 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 4799 | 301 | 1700 | 527 | 1173 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.41 | 0.00 | 0.03 | 0.23 | 0.23 | 0.03 | 0.14 | 0.14 | 0.08 | 0.06 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.575
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 27 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 20 | 2017 | 338 | 80 | 1705 | 9 | 45 | 23 | 138 | 317 | 14 | 136 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 2017 | 338 | 80 | 1705 | 9 | 45 | 23 | 138 | 317 | 14 | 136 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 2017 | 0 | 80 | 1705 | 9 | 45 | 23 | 0 | 317 | 14 | 136 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 2017 | 0 | 80 | 1705 | 9 | 45 | 23 | 0 | 317 | 14 | 136 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 20 | 2017 | 0 | 80 | 1705 | 9 | 45 | 23 | 0 | 317 | 14 | 136 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.98 | 0.02 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5073 | 27 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.40 | 0.00 | 0.02 | 0.34 | 0.34 | 0.03 | 0.01 | 0.00 | 0.09 | 0.01 | 0.08 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 52 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 20 | 1119 | 405 | 156 | 1181 | 706 | 1039 | 516 | 6 | 209 | 433 | 170 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 1119 | 405 | 156 | 1181 | 706 | 1039 | 516 | 6 | 209 | 433 | 170 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 1119 | 0 | 156 | 1181 | 0 | 1039 | 516 | 6 | 209 | 433 | 170 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 1119 | 0 | 156 | 1181 | 0 | 1039 | 516 | 6 | 209 | 433 | 170 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 20 | 1119 | 0 | 156 | 1181 | 0 | 1039 | 516 | 6 | 209 | 433 | 170 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.98 | 0.02 | 2.00 | 1.44 | 0.56 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3361 | 39 | 3400 | 2441 | 959 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.22 | 0.00 | 0.05 | 0.23 | 0.00 | 0.31 | 0.15 | 0.15 | 0.06 | 0.18 | 0.18 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.595
 Loss Time (sec): 0 Average Delay (sec/veh): 7.4
 Optimal Cycle: 56 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 3289 | 1077 | 0 | 2197 | 0 | 0 | 0 | 0 | 150 | 0 | 508 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 3289 | 1077 | 0 | 2197 | 0 | 0 | 0 | 0 | 150 | 0 | 508 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 3289 | 0 | 0 | 2197 | 0 | 0 | 0 | 0 | 150 | 0 | 508 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3289 | 0 | 0 | 2197 | 0 | 0 | 0 | 0 | 150 | 0 | 508 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 3289 | 0 | 0 | 2197 | 0 | 0 | 0 | 0 | 150 | 0 | 508 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.75 |
| Lanes: | 0.00 | 4.00 | 1.00 | 0.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 3.00 |
| Final Sat.: | 0 | 6916 | 1900 | 0 | 5187 | 0 | 0 | 0 | 0 | 1805 | 0 | 4264 |

-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.48 | 0.00 | 0.00 | 0.42 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.12 |
| Crit Moves: | **** | | | **** | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.80 | 0.00 | 0.00 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.20 |
| Volume/Cap: | 0.00 | 0.59 | 0.00 | 0.00 | 0.53 | 0.00 | 0.00 | 0.00 | 0.00 | 0.41 | 0.00 | 0.59 |
| Delay/Veh: | 0.0 | 4.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 35.6 | 0.0 | 37.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 4.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 35.6 | 0.0 | 37.4 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | D | A | D |
| HCM2kAvgQ: | 0 | 11 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 4 | 0 | 6 |

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.862
Loss Time (sec): 0 Average Delay (sec/veh): 23.2
Optimal Cycle: 165 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.003
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 64 | 3775 | 93 | 104 | 1940 | 71 | 124 | 8 | 73 | 53 | 5 | 103 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 64 | 3775 | 93 | 104 | 1940 | 71 | 124 | 8 | 73 | 53 | 5 | 103 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 64 | 3775 | 93 | 104 | 1940 | 71 | 124 | 8 | 73 | 53 | 5 | 103 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 64 | 3775 | 93 | 104 | 1940 | 71 | 124 | 8 | 73 | 53 | 5 | 103 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 64 | 3775 | 93 | 104 | 1940 | 71 | 124 | 8 | 73 | 53 | 5 | 103 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.93 | 0.07 | 1.00 | 3.00 | 1.00 | 1.00 | 0.10 | 0.90 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 4977 | 123 | 1700 | 5100 | 1700 | 1700 | 168 | 1532 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.76 | 0.76 | 0.06 | 0.38 | 0.04 | 0.07 | 0.05 | 0.05 | 0.03 | 0.00 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 0 Average Delay (sec/veh): 12.8
Optimal Cycle: 52 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 0 Average Delay (sec/veh): 20.7
Optimal Cycle: 57 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.899 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 86 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | WideBypass | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 215 | 87 | 435 | 28 | 61 | 17 | 6 | 1258 | 190 | 169 | 1090 | 98 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 215 | 87 | 435 | 28 | 61 | 17 | 6 | 1258 | 190 | 169 | 1090 | 98 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 215 | 87 | 435 | 28 | 61 | 17 | 6 | 1258 | 190 | 169 | 1090 | 98 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 215 | 87 | 435 | 28 | 61 | 17 | 6 | 1258 | 190 | 169 | 1090 | 98 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 215 | 87 | 435 | 28 | 61 | 17 | 6 | 1258 | 190 | 169 | 1090 | 98 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.17 | 0.83 | 1.00 | 1.56 | 0.44 | 1.00 | 1.74 | 0.26 | 1.00 | 1.84 | 0.16 |
| Final Sat.: | 1700 | 283 | 1417 | 1700 | 2659 | 741 | 1700 | 2954 | 446 | 1700 | 3120 | 280 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.31 | 0.31 | 0.02 | 0.02 | 0.02 | 0.00 | 0.43 | 0.43 | 0.10 | 0.35 | 0.35 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.8 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 13 columns representing PCE types and volumes like AutoPCE, TruckPCE, ComboPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.865 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 70 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 3 | 2 | 0 | 3 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 250 | 297 | 86 | 118 | 138 | 356 | 586 | 1415 | 203 | 97 | 2349 | 307 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 250 | 297 | 86 | 118 | 138 | 356 | 586 | 1415 | 203 | 97 | 2349 | 307 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 250 | 297 | 86 | 118 | 138 | 0 | 586 | 1415 | 203 | 97 | 2349 | 307 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 250 | 297 | 86 | 118 | 138 | 0 | 586 | 1415 | 203 | 97 | 2349 | 307 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 250 | 297 | 86 | 118 | 138 | 0 | 586 | 1415 | 203 | 97 | 2349 | 307 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.55 | 0.45 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 2637 | 763 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.07 | 0.11 | 0.11 | 0.07 | 0.04 | 0.00 | 0.17 | 0.28 | 0.12 | 0.03 | 0.46 | 0.18 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.724
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 404 | 0 | 308 | 308 | 986 | 0 | 0 | 1060 | 435 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 404 | 0 | 308 | 308 | 986 | 0 | 0 | 1060 | 435 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 404 | 0 | 308 | 308 | 986 | 0 | 0 | 1060 | 435 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 404 | 0 | 308 | 308 | 986 | 0 | 0 | 1060 | 435 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 404 | 0 | 308 | 308 | 986 | 0 | 0 | 1060 | 435 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.18 | 0.18 | 0.29 | 0.00 | 0.00 | 0.31 | 0.26 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.716
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 123 | 0 | 81 | 0 | 0 | 0 | 0 | 1641 | 84 | 92 | 3028 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 123 | 0 | 81 | 0 | 0 | 0 | 0 | 1641 | 84 | 92 | 3028 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 123 | 0 | 81 | 0 | 0 | 0 | 0 | 1641 | 84 | 92 | 3028 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 123 | 0 | 81 | 0 | 0 | 0 | 0 | 1641 | 84 | 92 | 3028 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 123 | 0 | 81 | 0 | 0 | 0 | 0 | 1641 | 84 | 92 | 3028 | 0 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 1700 |

-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.32 | 0.05 | 0.05 | 0.59 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.669 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 34 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | | 2 | 0 | 2 | 0 | 1 | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 109 | 511 | 122 | 317 | 397 | 287 | 486 | 1049 | 142 | 116 | 757 | 395 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 109 | 511 | 122 | 317 | 397 | 287 | 486 | 1049 | 142 | 116 | 757 | 395 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 109 | 511 | 122 | 317 | 397 | 287 | 486 | 1049 | 142 | 116 | 757 | 395 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 109 | 511 | 122 | 317 | 397 | 287 | 486 | 1049 | 142 | 116 | 757 | 395 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 109 | 511 | 122 | 317 | 397 | 287 | 486 | 1049 | 142 | 116 | 757 | 395 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.15 | 0.07 | 0.09 | 0.12 | 0.17 | 0.14 | 0.31 | 0.08 | 0.03 | 0.22 | 0.23 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.660
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 514 | 455 | 224 | 119 | 502 | 270 | 276 | 1181 | 558 | 232 | 1089 | 109 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 514 | 455 | 224 | 119 | 502 | 270 | 276 | 1181 | 558 | 232 | 1089 | 109 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 514 | 455 | 224 | 119 | 502 | 270 | 276 | 1181 | 0 | 232 | 1089 | 109 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 514 | 455 | 224 | 119 | 502 | 270 | 276 | 1181 | 0 | 232 | 1089 | 109 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 514 | 455 | 224 | 119 | 502 | 270 | 276 | 1181 | 0 | 232 | 1089 | 109 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.15 | 0.13 | 0.13 | 0.07 | 0.15 | 0.16 | 0.08 | 0.23 | 0.00 | 0.07 | 0.21 | 0.06 |
| Crit Moves: | **** | | | | | **** | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.824 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 58 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 577 | 2824 | 5 | 5 | 2638 | 405 | 615 | 43 | 819 | 20 | 28 | 16 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 577 | 2824 | 5 | 5 | 2638 | 405 | 615 | 43 | 819 | 20 | 28 | 16 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 577 | 2824 | 5 | 5 | 2638 | 405 | 615 | 43 | 819 | 20 | 28 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 577 | 2824 | 5 | 5 | 2638 | 405 | 615 | 43 | 819 | 20 | 28 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 577 | 2824 | 5 | 5 | 2638 | 405 | 615 | 43 | 819 | 20 | 28 | 16 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 4.00 | 1.00 | 1.00 | 4.33 | 0.67 | 2.00 | 1.00 | 2.00 | 2.00 | 1.27 | 0.73 |
| Final Sat.: | 3400 | 6800 | 1700 | 1700 | 7369 | 1131 | 3400 | 1700 | 3400 | 3400 | 2164 | 1236 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.17 | 0.42 | 0.00 | 0.00 | 0.36 | 0.36 | 0.18 | 0.03 | 0.24 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | | | **** | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.655
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 304 | 27 | 98 | 36 | 55 | 114 | 31 | 1408 | 247 | 59 | 1093 | 15 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 304 | 27 | 98 | 36 | 55 | 114 | 31 | 1408 | 247 | 59 | 1093 | 15 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 304 | 27 | 98 | 36 | 55 | 114 | 31 | 1408 | 247 | 59 | 1093 | 15 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 304 | 27 | 98 | 36 | 55 | 114 | 31 | 1408 | 247 | 59 | 1093 | 15 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 304 | 27 | 98 | 36 | 55 | 114 | 31 | 1408 | 247 | 59 | 1093 | 15 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.22 | 0.78 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.97 | 0.03 |
| Final Sat.: | 3400 | 367 | 1333 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3354 | 46 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.07 | 0.07 | 0.02 | 0.03 | 0.07 | 0.02 | 0.41 | 0.15 | 0.03 | 0.33 | 0.33 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.829 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 59 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 75 | 94 | 112 | 260 | 96 | 178 | 142 | 1475 | 70 | 147 | 2498 | 375 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 75 | 94 | 112 | 260 | 96 | 178 | 142 | 1475 | 70 | 147 | 2498 | 375 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 75 | 94 | 112 | 260 | 96 | 178 | 142 | 1475 | 70 | 147 | 2498 | 375 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 75 | 94 | 112 | 260 | 96 | 178 | 142 | 1475 | 70 | 147 | 2498 | 375 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 75 | 94 | 112 | 260 | 96 | 178 | 142 | 1475 | 70 | 147 | 2498 | 375 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.35 | 0.65 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 596 | 1104 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.06 | 0.07 | 0.08 | 0.16 | 0.16 | 0.08 | 0.29 | 0.04 | 0.09 | 0.49 | 0.22 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.318 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 18 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 59 | 472 | 152 | 3 | 360 | 14 | 10 | 13 | 37 | 90 | 12 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 59 | 472 | 152 | 3 | 360 | 14 | 10 | 13 | 37 | 90 | 12 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 59 | 472 | 152 | 3 | 360 | 14 | 10 | 13 | 37 | 90 | 12 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 59 | 472 | 152 | 3 | 360 | 14 | 10 | 13 | 37 | 90 | 12 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 59 | 472 | 152 | 3 | 360 | 14 | 10 | 13 | 37 | 90 | 12 | 2 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.51 | 0.49 | 1.00 | 1.93 | 0.07 | 1.00 | 0.26 | 0.74 | 1.00 | 0.86 | 0.14 |
| Final Sat.: | 1700 | 2572 | 828 | 1700 | 3273 | 127 | 1700 | 442 | 1258 | 1700 | 1457 | 243 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.18 | 0.18 | 0.00 | 0.11 | 0.11 | 0.01 | 0.03 | 0.03 | 0.05 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.5 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 127 | 684 | 231 | 18 | 690 | 14 | 18 | 84 | 99 | 151 | 47 | 47 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 127 | 684 | 231 | 18 | 690 | 14 | 18 | 84 | 99 | 151 | 47 | 47 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 127 | 684 | 231 | 18 | 690 | 14 | 18 | 84 | 99 | 151 | 47 | 47 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 127 | 684 | 231 | 18 | 690 | 14 | 18 | 84 | 99 | 151 | 47 | 47 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 127 | 684 | 231 | 18 | 690 | 14 | 18 | 84 | 99 | 151 | 47 | 47 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|----|-----|----|----|----|----|-----|----|----|
| AutoPCE: | 127 | 684 | 231 | 18 | 690 | 14 | 18 | 84 | 99 | 151 | 47 | 47 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 127 | 684 | 231 | 18 | 690 | 14 | 18 | 84 | 99 | 151 | 47 | 47 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 120 | 325 | 859 | 829 |
| MaxVolume: | 2338 | 2190 | 736 | 752 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2338 | 2190 | 736 | 752 |
| ApproachVol: | 1042 | 722 | 201 | 245 |
| ApproachV/C: | 0.45 | 0.33 | 0.27 | 0.33 |
| ApproachDel: | 2.8 | 2.5 | 6.7 | 7.1 |
| ApproachLOS: | A | A | A | A |
| Queue: | 2.4 | 1.5 | 1.1 | 1.4 |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.345
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 18 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 29 | 614 | 66 | 13 | 549 | 80 | 113 | 23 | 74 | 51 | 9 | 6 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 29 | 614 | 66 | 13 | 549 | 80 | 113 | 23 | 74 | 51 | 9 | 6 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 29 | 614 | 66 | 13 | 549 | 80 | 113 | 23 | 74 | 51 | 9 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 614 | 66 | 13 | 549 | 80 | 113 | 23 | 74 | 51 | 9 | 6 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 29 | 614 | 66 | 13 | 549 | 80 | 113 | 23 | 74 | 51 | 9 | 6 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.81 | 0.19 | 1.00 | 1.75 | 0.25 | 1.00 | 0.24 | 0.76 | 1.00 | 0.60 | 0.40 |
| Final Sat.: | 1700 | 3070 | 330 | 1700 | 2968 | 432 | 1700 | 403 | 1297 | 1700 | 1020 | 680 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.20 | 0.20 | 0.01 | 0.18 | 0.19 | 0.07 | 0.06 | 0.06 | 0.03 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.7 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 156 | 27 | 0 | 76 | 2 | 5 | 420 | 4 | 29 | 302 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 156 | 27 | 0 | 76 | 2 | 5 | 420 | 4 | 29 | 302 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 156 | 27 | 0 | 76 | 2 | 5 | 420 | 4 | 29 | 302 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 156 | 27 | 0 | 76 | 2 | 5 | 420 | 4 | 29 | 302 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 156 | 27 | 0 | 76 | 2 | 5 | 420 | 4 | 29 | 302 | 0 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|----|---|----|---|---|-----|---|----|-----|---|
| AutoPCE: | 1 | 156 | 27 | 0 | 76 | 2 | 5 | 420 | 4 | 29 | 302 | 0 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 156 | 27 | 0 | 76 | 2 | 5 | 420 | 4 | 29 | 302 | 0 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 425 | 332 | 105 | 162 |
| MaxVolume: | 971 | 1021 | 1143 | 1113 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 971 | 1021 | 1143 | 1113 |
| ApproachVol: | 184 | 78 | 429 | 331 |
| ApproachV/C: | 0.19 | 0.08 | 0.38 | 0.30 |
| ApproachDel: | 4.6 | 3.8 | 5.0 | 4.6 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.7 | 0.2 | 1.8 | 1.3 |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 74 | 0 | 74 | 0 | 0 | 0 | 0 | 1575 | 48 | 79 | 2668 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 74 | 0 | 74 | 0 | 0 | 0 | 0 | 1575 | 48 | 79 | 2668 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 74 | 0 | 74 | 0 | 0 | 0 | 0 | 1575 | 48 | 79 | 2668 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 74 | 0 | 74 | 0 | 0 | 0 | 0 | 1575 | 48 | 79 | 2668 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 74 | 0 | 74 | 0 | 0 | 0 | 0 | 1575 | 48 | 79 | 2668 | 0 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 | 0.03 | 0.05 | 0.52 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: A[9.8]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 1 0 0, etc.)

Volume Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) and 12 rows of volume data (Base Vol, Growth Adj, etc.)

Critical Gap Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) and 2 rows of gap data (Critical Gp, FollowUpTim)

Capacity Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) and 4 rows of capacity data (Conflict Vol, Potent Cap., etc.)

Level of Service Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) and 8 rows of LOS data (2Way95thQ, Control Del, etc.)

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.3 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 19 | 0 | 38 | 10 | 401 | 0 | 0 | 278 | 34 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 19 | 0 | 38 | 10 | 401 | 0 | 0 | 278 | 34 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 19 | 0 | 38 | 10 | 401 | 0 | 0 | 278 | 34 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 19 | 0 | 38 | 10 | 401 | 0 | 0 | 278 | 34 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 19 | 0 | 38 | 10 | 401 | 0 | 0 | 278 | 34 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|----|---|----|----|-----|---|---|-----|----|
| AutoPCE: | 0 | 0 | 0 | 19 | 0 | 38 | 10 | 401 | 0 | 0 | 278 | 34 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 19 | 0 | 38 | 10 | 401 | 0 | 0 | 278 | 34 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 430 | 278 | 19 | 10 |
| MaxVolume: | xxxxxx | 1050 | 1190 | 1195 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1050 | 1190 | 1195 |
| ApproachVol: | xxxxxx | 57 | 411 | 312 |
| ApproachV/C: | 1.00 | 0.05 | 0.35 | 0.26 |
| ApproachDel: | xxxxxx | 3.6 | 4.6 | 4.1 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.2 | 1.6 | 1.1 |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[10.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, and Lanes.

Volume Module table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module table with 13 columns showing critical gap and follow-up time values.

Capacity Module table with 13 columns showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module table with 13 columns showing delay, LOS by movement, and shared queue/LOS values.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 54 | 15 | 38 | 55 | 18 | 85 | 79 | 1718 | 68 | 84 | 2955 | 95 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 54 | 15 | 38 | 55 | 18 | 85 | 79 | 1718 | 68 | 84 | 2955 | 95 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 54 | 15 | 38 | 55 | 18 | 85 | 79 | 1718 | 68 | 84 | 2955 | 95 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 54 | 15 | 38 | 55 | 18 | 85 | 79 | 1718 | 68 | 84 | 2955 | 95 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 54 | 15 | 38 | 55 | 18 | 85 | 79 | 1718 | 68 | 84 | 2955 | 95 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.01 | 0.02 | 0.03 | 0.01 | 0.05 | 0.05 | 0.34 | 0.04 | 0.05 | 0.58 | 0.06 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.392 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 20 | Level Of Service: | A |

| Street Name: | "B" St | | | | | | "LQ" St | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 40 | 131 | 0 | 0 | 160 | 14 | 1 | 343 | 25 | 0 | 263 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 40 | 131 | 0 | 0 | 160 | 14 | 1 | 343 | 25 | 0 | 263 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 40 | 131 | 0 | 0 | 160 | 14 | 1 | 343 | 25 | 0 | 263 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 40 | 131 | 0 | 0 | 160 | 14 | 1 | 343 | 25 | 0 | 263 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 40 | 131 | 0 | 0 | 160 | 14 | 1 | 343 | 25 | 0 | 263 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 0.00 | 1.00 | 0.92 | 0.08 | 1.00 | 0.93 | 0.07 | 1.00 | 1.00 | 0.00 |
| Final Sat.: | 1700 | 1700 | 0 | 1700 | 1563 | 137 | 1700 | 1585 | 115 | 1700 | 1700 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.08 | 0.00 | 0.00 | 0.10 | 0.10 | 0.00 | 0.22 | 0.22 | 0.00 | 0.15 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 55 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 59 | 56 | 14 | 65 | 50 | 276 | 437 | 964 | 81 | 20 | 1055 | 108 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 59 | 56 | 14 | 65 | 50 | 276 | 437 | 964 | 81 | 20 | 1055 | 108 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 59 | 56 | 14 | 65 | 50 | 276 | 437 | 964 | 81 | 20 | 1055 | 108 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 59 | 56 | 14 | 65 | 50 | 276 | 437 | 964 | 81 | 20 | 1055 | 108 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 59 | 56 | 14 | 65 | 50 | 276 | 437 | 964 | 81 | 20 | 1055 | 108 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.80 | 0.20 | 1.00 | 1.00 | 1.00 | 1.00 | 1.84 | 0.16 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 1360 | 340 | 1700 | 1700 | 1700 | 1700 | 3136 | 264 | 1700 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.04 | 0.04 | 0.04 | 0.03 | 0.16 | 0.26 | 0.31 | 0.31 | 0.01 | 0.31 | 0.06 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.796 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 51 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | |
| Rights: | Include | | | Include | | | Include | | | Include | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 36 | 44 | 144 | 69 | 20 | 41 | 70 | 1748 | 0 | 184 | 2957 | 182 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 36 | 44 | 144 | 69 | 20 | 41 | 70 | 1748 | 0 | 184 | 2957 | 182 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 36 | 44 | 144 | 69 | 20 | 41 | 70 | 1748 | 0 | 184 | 2957 | 182 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 36 | 44 | 144 | 69 | 20 | 41 | 70 | 1748 | 0 | 184 | 2957 | 182 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 36 | 44 | 144 | 69 | 20 | 41 | 70 | 1748 | 0 | 184 | 2957 | 182 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.67 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 557 | 1143 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.03 | 0.08 | 0.04 | 0.04 | 0.04 | 0.04 | 0.34 | 0.00 | 0.05 | 0.58 | 0.11 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 208 | 0 | 0 | 175 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.12 | 0.00 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.122 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.12 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.12 | RTC | | 0.12 | RTC | | 0.01 | RTC | | 0.00 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.12 | Addl ICU | | -0.01 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.17 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 121 | 0 | 0 | 199 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.07 | 0.00 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.00 | 0.117 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.12 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.05 | |
| RTC | | 0.12 | RTC | | 0.12 | RTC | | 0.00 | RTC | | 0.03 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.12 | Addl ICU | | 0.00 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.17 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 333 | 0 | 0 | 260 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 0.15 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.00 | | V/C | 0.00 | | V/C | 0.20 | | V/C | 0.00 | | 0.196 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.00 | | RTOG | 0.00 | | RTOG | 0.20 | | RTOG | 0.20 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.04 | | RTOR | 0.00 | | RTOR | 0.00 | | |
| RTC | 0.00 | | RTC | 0.03 | | RTC | 0.20 | | RTC | 0.20 | | |
| Addl ICU | 0.00 | | Addl ICU | -0.03 | | Addl ICU | -0.20 | | Addl ICU | -0.20 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.25 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 346 | 0 | 0 | 265 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 0.16 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.20 | V/C | | 0.00 | 0.204 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.20 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.04 | RTC | | 0.20 | RTC | | 0.20 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.04 | Addl ICU | | -0.20 | Addl ICU | | -0.20 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.25 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 336 | 0 | 0 | 268 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.20 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.20 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.198 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.20 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.00 | |
| RTC | | 0.20 | RTC | | 0.20 | RTC | | 0.03 | RTC | | 0.00 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.20 | Addl ICU | | -0.03 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.25 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 280 | 0 | 0 | 278 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.16 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.16 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.165 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.16 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.16 | RTC | | 0.16 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | -0.16 | Addl ICU | | -0.16 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.21 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 225 | 0 | 0 | 245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.13 | 0.00 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.14 | V/C | | 0.00 | V/C | | 0.00 | 0.144 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.14 | RTOG | | 0.14 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | |
| RTC | | 0.14 | RTC | | 0.14 | RTC | | 0.00 | RTC | | 0.01 | |
| Addl ICU | | -0.14 | Addl ICU | | -0.14 | Addl ICU | | 0.00 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.19 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 2 | 3 | 0 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 3400 | 3941 | 1159 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 792 | 211 | 139 | 413 | 255 | 75 | 356 | 912 | 391 | 528 | 695 | 156 | Volume |
| 0.23 | 0.06 | 0.08 | 0.12 | 0.06 | 0.06 | 0.10 | 0.18 | 0.23 | 0.16 | 0.14 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.23 | | V/C | 0.06 | | V/C | 0.18 | | V/C | 0.16 | | 0.632 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.18 | | RTOG | 0.06 | | RTOG | 0.18 | | RTOG | 0.23 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.20 | | RTOR | 0.23 | | RTOR | 0.24 | | |
| RTC | 0.29 | | RTC | 0.21 | | RTC | 0.35 | | RTC | 0.41 | | |
| Addl ICU | -0.21 | | Addl ICU | -0.15 | | Addl ICU | -0.12 | | Addl ICU | -0.31 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 452 | 996 | 398 | 309 | 628 | 228 | 128 | 1501 | 301 | 295 | 2032 | 435 | Volume |
| 0.13 | 0.20 | 0.00 | 0.09 | 0.12 | 0.13 | 0.04 | 0.29 | 0.18 | 0.09 | 0.40 | 0.26 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.20 | V/C | | 0.09 | V/C | | 0.04 | V/C | | 0.40 | 0.722 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.15 | RTOG | | 0.35 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.04 | RTOR | | 0.16 | RTOR | | 0.09 | |
| RTC | | 0.30 | RTC | | 0.18 | RTC | | 0.47 | RTC | | 0.47 | |
| Addl ICU | | -0.30 | Addl ICU | | -0.05 | Addl ICU | | -0.29 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 0.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3936 | 1164 | 3400 | 5100 | 1700 | 1700 | 850 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 375 | 1444 | 427 | 80 | 868 | 285 | 263 | 242 | 248 | 231 | 223 | 105 | Volume |
| 0.11 | 0.37 | 0.37 | 0.02 | 0.17 | 0.17 | 0.15 | 0.28 | 0.10 | 0.07 | 0.13 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.37 | V/C | | 0.02 | V/C | | 0.28 | V/C | | 0.07 | 0.743 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.37 | RTOG | | 0.28 | RTOG | | 0.28 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.22 | RTOR | | 0.22 | RTOR | | 0.02 | |
| RTC | | 0.42 | RTC | | 0.45 | RTC | | 0.45 | RTC | | 0.22 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.28 | Addl ICU | | -0.35 | Addl ICU | | -0.15 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.79 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 239 | 2063 | 502 | 107 | 1100 | 165 | 390 | 661 | 167 | 263 | 653 | 278 | Volume |
| 0.07 | 0.40 | 0.30 | 0.03 | 0.16 | 0.10 | 0.11 | 0.19 | 0.10 | 0.08 | 0.19 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.40 | | V/C | 0.03 | | V/C | 0.11 | | V/C | 0.19 | | 0.743 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.40 | | RTOG | 0.37 | | RTOG | 0.23 | | RTOG | 0.19 | | Right Turn Adjustment |
| RTOR | 0.11 | | RTOR | 0.11 | | RTOR | 0.27 | | RTOR | 0.03 | | |
| RTC | 0.49 | | RTC | 0.45 | | RTC | 0.44 | | RTC | 0.22 | | |
| Addl ICU | -0.19 | | Addl ICU | -0.35 | | Addl ICU | -0.34 | | Addl ICU | -0.05 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.79 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 651 | 0 | 414 | 0 | 0 | 0 | 0 | 911 | 251 | 424 | 1039 | 0 | Volume |
| 0.19 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.00 | 0.12 | 0.31 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.19 | V/C | | 0.00 | V/C | | 0.27 | V/C | | 0.12 | 0.584 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | -0.19 | RTOG | | 0.27 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.09 | RTOR | | 0.19 | RTOR | | 0.19 | |
| RTC | | 0.29 | RTC | | -0.13 | RTC | | 0.41 | RTC | | 0.54 | |
| Addl ICU | | -0.16 | Addl ICU | | 0.13 | Addl ICU | | -0.41 | Addl ICU | | -0.54 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 538 | 845 | 454 | 120 | 564 | 246 | 194 | 1206 | 186 | 402 | 1903 | 473 | Volume |
| 0.16 | 0.17 | 0.13 | 0.04 | 0.17 | 0.14 | 0.06 | 0.18 | 0.11 | 0.12 | 0.37 | 0.28 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.16 | | V/C | 0.17 | | V/C | 0.06 | | V/C | 0.37 | | 0.754 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.29 | | RTOG | 0.17 | | RTOG | 0.31 | | RTOG | 0.37 | | Right Turn Adjustment |
| RTOR | 0.25 | | RTOR | 0.06 | | RTOR | 0.16 | | RTOR | 0.16 | | |
| RTC | 0.48 | | RTC | 0.21 | | RTC | 0.43 | | RTC | 0.49 | | |
| Addl ICU | -0.34 | | Addl ICU | -0.06 | | Addl ICU | -0.32 | | Addl ICU | -0.21 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.80 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 722 | 2120 | 517 | 415 | 813 | 149 | 171 | 591 | 237 | 419 | 473 | 413 | Volume |
| 0.21 | 0.42 | 0.00 | 0.12 | 0.16 | 0.09 | 0.05 | 0.12 | 0.00 | 0.12 | 0.09 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.42 | V/C | | 0.12 | V/C | | 0.12 | V/C | | 0.12 | 0.777 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.33 | RTOG | | 0.12 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.15 | RTOR | | 0.38 | RTOR | | 0.12 | |
| RTC | | 0.51 | RTC | | 0.44 | RTC | | 0.40 | RTC | | 0.28 | |
| Addl ICU | | -0.51 | Addl ICU | | -0.35 | Addl ICU | | -0.40 | Addl ICU | | -0.04 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 1.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 3599 | 1501 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 765 | 2981 | 1142 | 246 | 1472 | 260 | 367 | 153 | 246 | 639 | 684 | 445 | Volume |
| 0.23 | 0.44 | 0.67 | 0.07 | 0.22 | 0.15 | 0.10 | 0.10 | 0.07 | 0.19 | 0.27 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.44 | | V/C | 0.07 | | V/C | 0.10 | | V/C | 0.27 | | 0.881 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.44 | | RTOG | 0.29 | | RTOG | 0.18 | | RTOG | 0.27 | | Right Turn Adjustment |
| RTOR | 0.27 | | RTOR | 0.10 | | RTOR | 0.29 | | RTOR | 0.07 | | |
| RTC | 0.64 | | RTC | 0.36 | | RTC | 0.40 | | RTC | 0.32 | | |
| Addl ICU | 0.03 | | Addl ICU | -0.21 | | Addl ICU | -0.33 | | Addl ICU | -0.15 | | |
| | 0.03 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.96 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 4167 | 291 | 517 | 1838 | 0 | 606 | 0 | 358 | 0 | 0 | 0 | Volume |
| 0.00 | 0.61 | 0.17 | 0.15 | 0.27 | 0.00 | 0.14 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.61 | V/C | | 0.15 | V/C | | 0.14 | V/C | | 0.00 | 0.907 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.61 | RTOG | | 0.76 | RTOG | | 0.14 | RTOG | | -0.14 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.14 | RTOR | | 0.49 | RTOR | | 0.15 | |
| RTC | | 0.72 | RTC | | 0.87 | RTC | | 0.51 | RTC | | -0.03 | |
| Addl ICU | | -0.55 | Addl ICU | | -0.87 | Addl ICU | | -0.37 | Addl ICU | | 0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.96 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4977 | 123 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 64 | 3775 | 93 | 104 | 1940 | 71 | 124 | 8 | 73 | 53 | 5 | 103 | Volume |
| 0.04 | 0.76 | 0.76 | 0.06 | 0.38 | 0.04 | 0.07 | 0.00 | 0.04 | 0.03 | 0.00 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.76 | V/C | | 0.06 | V/C | | 0.07 | V/C | | 0.00 | 0.895 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.76 | RTOG | | 0.78 | RTOG | | 0.04 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.07 | RTOR | | 0.44 | RTOR | | 0.06 | |
| RTC | | 0.81 | RTC | | 0.84 | RTC | | 0.37 | RTC | | 0.05 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.79 | Addl ICU | | -0.33 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.96 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 217 | 1910 | 150 | 681 | 1184 | 218 | 363 | 269 | 89 | 189 | 83 | 1621 | Volume |
| 0.13 | 0.37 | 0.09 | 0.20 | 0.23 | 0.13 | 0.11 | 0.16 | 0.05 | 0.06 | 0.05 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.37 | V/C | | 0.20 | V/C | | 0.16 | V/C | | 0.06 | 0.789 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.37 | RTOG | | 0.45 | RTOG | | 0.16 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.17 | RTOR | | 0.34 | RTOR | | 0.20 | |
| RTC | | 0.42 | RTC | | 0.57 | RTC | | 0.42 | RTC | | 0.26 | |
| Addl ICU | | -0.33 | Addl ICU | | -0.44 | Addl ICU | | -0.36 | Addl ICU | | -0.26 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.84 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 2 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 3400 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 80 | 0 | 147 | 0 | 1689 | 131 | 209 | 2608 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.04 | 0.00 | 0.25 | 0.08 | 0.06 | 0.51 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.51 | 0.558 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.05 | RTOG | | 0.05 | RTOG | | 0.45 | RTOG | | 0.51 | Right Turn Adjustment |
| RTOR | | 0.26 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.05 | |
| RTC | | 0.15 | RTC | | 0.05 | RTC | | 0.49 | RTC | | 0.55 | |
| Addl ICU | | -0.15 | Addl ICU | | 0.00 | Addl ICU | | -0.41 | Addl ICU | | -0.55 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.61 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4601 | 499 | Total Saturation |
| 206 | 0 | 443 | 0 | 0 | 0 | 0 | 1709 | 215 | 0 | 2686 | 291 | Volume |
| 0.12 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.58 | 0.58 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.58 | 0.705 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | -0.12 | RTOG | | 0.58 | RTOG | | 0.58 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.00 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | 0.18 | RTC | | -0.12 | RTC | | 0.67 | RTC | | 0.67 | |
| Addl ICU | | 0.08 | Addl ICU | | 0.12 | Addl ICU | | -0.67 | Addl ICU | | -0.09 | |
| | | 0.08 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.83 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 4250 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 797 | 1356 | 241 | 253 | 765 | 869 | 685 | 1089 | 365 | 187 | 1930 | 351 | Volume |
| 0.23 | 0.27 | 0.00 | 0.07 | 0.15 | 0.00 | 0.16 | 0.21 | 0.21 | 0.06 | 0.38 | 0.21 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.27 | V/C | | 0.07 | V/C | | 0.16 | V/C | | 0.38 | 0.880 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.11 | RTOG | | 0.48 | RTOG | | 0.38 | Right Turn Adjustment |
| RTOR | | 0.33 | RTOR | | 0.16 | RTOR | | 0.19 | RTOR | | 0.07 | |
| RTC | | 0.51 | RTC | | 0.23 | RTC | | 0.63 | RTC | | 0.43 | |
| Addl ICU | | -0.51 | Addl ICU | | -0.23 | Addl ICU | | -0.41 | Addl ICU | | -0.23 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.93 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 4799 | 301 | 1700 | 527 | 1173 | 1700 | 1700 | 1700 | Total Saturation |
| 115 | 2070 | 289 | 56 | 1085 | 68 | 45 | 75 | 167 | 141 | 97 | 149 | Volume |
| 0.07 | 0.41 | 0.00 | 0.03 | 0.23 | 0.23 | 0.03 | 0.14 | 0.14 | 0.08 | 0.06 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.41 | | V/C | 0.03 | | V/C | 0.14 | | V/C | 0.08 | | 0.664 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.41 | | RTOG | 0.37 | | RTOG | 0.14 | | RTOG | 0.20 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.17 | | RTOR | 0.21 | | RTOR | 0.03 | | |
| RTC | 0.47 | | RTC | 0.50 | | RTC | 0.30 | | RTC | 0.22 | | |
| Addl ICU | -0.47 | | Addl ICU | -0.27 | | Addl ICU | -0.16 | | Addl ICU | -0.14 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.71 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5073 | 27 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 20 | 2017 | 338 | 80 | 1705 | 9 | 45 | 23 | 138 | 317 | 14 | 136 | Volume |
| 0.01 | 0.40 | 0.00 | 0.02 | 0.34 | 0.34 | 0.03 | 0.01 | 0.00 | 0.09 | 0.01 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.40 | | V/C | 0.02 | | V/C | 0.01 | | V/C | 0.09 | | 0.526 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.40 | | RTOG | 0.41 | | RTOG | 0.01 | | RTOG | 0.08 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.10 | | RTOR | 0.08 | | RTOR | 0.02 | | |
| RTC | 0.47 | | RTC | 0.48 | | RTC | 0.08 | | RTC | 0.10 | | |
| Addl ICU | -0.47 | | Addl ICU | -0.15 | | Addl ICU | -0.08 | | Addl ICU | -0.02 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2441 | 959 | Total Saturation |
| 20 | 1119 | 405 | 156 | 1181 | 706 | 1039 | 516 | 6 | 209 | 433 | 170 | Volume |
| 0.01 | 0.22 | 0.00 | 0.05 | 0.23 | 0.00 | 0.31 | 0.15 | 0.00 | 0.06 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.22 | V/C | | 0.05 | V/C | | 0.31 | V/C | | 0.18 | 0.748 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.25 | RTOG | | 0.42 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.33 | RTOR | | 0.31 | RTOR | | 0.03 | RTOR | | 0.05 | |
| RTC | | 0.47 | RTC | | 0.48 | RTC | | 0.45 | RTC | | 0.21 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.48 | Addl ICU | | -0.44 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.80 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3289 | 1077 | 0 | 2197 | 0 | 0 | 0 | 0 | 150 | 0 | 508 | Volume |
| 0.00 | 0.48 | 0.00 | 0.00 | 0.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | N/A | | Direction | WBL | | Initial ICU |
| V/C | 0.48 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.09 | | 0.572 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.48 | | RTOG | 0.48 | | RTOG | -0.09 | | RTOG | 0.09 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.09 | | RTOR | 0.05 | | RTOR | 0.00 | | |
| RTC | 0.55 | | RTC | 0.55 | | RTC | -0.05 | | RTC | 0.09 | | |
| Addl ICU | -0.55 | | Addl ICU | -0.55 | | Addl ICU | 0.05 | | Addl ICU | 0.01 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 2159 | 0 | 0 | 1524 | 931 | 2339 | 0 | 285 | 0 | 0 | 0 | Volume |
| 0.00 | 0.42 | 0.00 | 0.00 | 0.30 | 0.00 | 0.46 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.42 | V/C | | 0.00 | V/C | | 0.46 | V/C | | 0.00 | 0.882 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.42 | RTOG | | 0.46 | RTOG | | -0.46 | Right Turn Adjustment |
| RTOR | | 0.46 | RTOR | | 0.46 | RTOR | | 0.12 | RTOR | | 0.00 | |
| RTC | | 0.77 | RTC | | 0.77 | RTC | | 0.55 | RTC | | -0.46 | |
| Addl ICU | | -0.77 | Addl ICU | | -0.77 | Addl ICU | | -0.38 | Addl ICU | | 0.46 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.93 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 169 | 0 | 143 | 0 | 1285 | 324 | 398 | 1343 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.04 | 0.00 | 0.38 | 0.19 | 0.12 | 0.40 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.10 | V/C | | 0.38 | V/C | | 0.12 | 0.594 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.10 | RTOG | | 0.10 | RTOG | | 0.38 | RTOG | | 0.50 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.10 | RTOR | | 0.10 | RTOR | | 0.10 | |
| RTC | | -0.01 | RTC | | 0.17 | RTC | | 0.45 | RTC | | 0.57 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.13 | Addl ICU | | -0.26 | Addl ICU | | -0.57 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.64 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 498 | 0 | 547 | 0 | 0 | 0 | 0 | 1176 | 279 | 324 | 1247 | 0 | Volume |
| 0.15 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.19 | 0.37 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.15 | V/C | | 0.00 | V/C | | 0.35 | V/C | | 0.19 | 0.683 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | -0.15 | RTOG | | 0.35 | RTOG | | 0.54 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.17 | RTOR | | 0.15 | RTOR | | 0.15 | |
| RTC | | 0.29 | RTC | | -0.02 | RTC | | 0.46 | RTC | | 0.65 | |
| Addl ICU | | -0.13 | Addl ICU | | 0.02 | Addl ICU | | -0.46 | Addl ICU | | -0.65 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.73 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 215 | 87 | 435 | 28 | 61 | 17 | 6 | 1258 | 190 | 169 | 1090 | 98 | Volume |
| 0.13 | 0.05 | 0.26 | 0.02 | 0.02 | 0.01 | 0.00 | 0.37 | 0.11 | 0.10 | 0.32 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.13 | | V/C | 0.02 | | V/C | 0.37 | | V/C | 0.10 | | 0.614 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.13 | | RTOG | 0.02 | | RTOG | 0.37 | | RTOG | 0.47 | | Right Turn Adjustment |
| RTOR | 0.10 | | RTOR | 0.15 | | RTOR | 0.13 | | RTOR | 0.09 | | |
| RTC | 0.20 | | RTC | 0.13 | | RTC | 0.46 | | RTC | 0.54 | | |
| Addl ICU | 0.05 | | Addl ICU | -0.12 | | Addl ICU | -0.35 | | Addl ICU | -0.48 | | |
| | 0.05 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.72 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 0.5 | 0.0 | 0.5 | 0.5 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 1287 | 413 | 452 | 504 | 1196 | 456 | Total Saturation |
| 34 | 396 | 15 | 30 | 301 | 79 | 162 | 52 | 59 | 16 | 38 | 44 | Volume |
| 0.04 | 0.23 | 0.02 | 0.04 | 0.18 | 0.09 | 0.13 | 0.13 | 0.13 | 0.03 | 0.05 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.23 | V/C | | 0.04 | V/C | | 0.13 | V/C | | 0.05 | 0.444 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.23 | RTOG | | 0.14 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.13 | RTOR | | 0.09 | RTOR | | 0.04 | |
| RTC | | 0.27 | RTC | | 0.32 | RTC | | 0.21 | RTC | | 0.08 | |
| Addl ICU | | -0.25 | Addl ICU | | -0.23 | Addl ICU | | -0.08 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.49 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 250 | 297 | 86 | 118 | 138 | 356 | 586 | 1415 | 203 | 97 | 2349 | 307 | Volume |
| 0.07 | 0.09 | 0.05 | 0.07 | 0.04 | 0.00 | 0.17 | 0.28 | 0.12 | 0.03 | 0.46 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.09 | V/C | | 0.07 | V/C | | 0.17 | V/C | | 0.46 | 0.790 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.08 | RTOG | | 0.60 | RTOG | | 0.46 | Right Turn Adjustment |
| RTOR | | 0.36 | RTOR | | 0.17 | RTOR | | 0.12 | RTOR | | 0.07 | |
| RTC | | 0.35 | RTC | | 0.21 | RTC | | 0.69 | RTC | | 0.51 | |
| Addl ICU | | -0.30 | Addl ICU | | -0.21 | Addl ICU | | -0.57 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.84 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3169 | 231 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3076 | 324 | Total Saturation |
| 451 | 411 | 30 | 45 | 300 | 636 | 791 | 541 | 398 | 27 | 504 | 53 | Volume |
| 0.13 | 0.13 | 0.13 | 0.03 | 0.09 | 0.37 | 0.23 | 0.16 | 0.23 | 0.02 | 0.16 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.13 | V/C | | 0.09 | V/C | | 0.23 | V/C | | 0.16 | 0.617 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.09 | RTOG | | 0.38 | RTOG | | 0.16 | Right Turn Adjustment |
| RTOR | | 0.24 | RTOR | | 0.23 | RTOR | | 0.13 | RTOR | | 0.09 | |
| RTC | | 0.37 | RTC | | 0.26 | RTC | | 0.48 | RTC | | 0.23 | |
| Addl ICU | | -0.24 | Addl ICU | | 0.11 | Addl ICU | | -0.25 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.11 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.78 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 404 | 0 | 308 | 308 | 986 | 0 | 0 | 1060 | 435 | Volume |
| 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.18 | 0.18 | 0.29 | 0.00 | 0.00 | 0.31 | 0.26 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.18 | V/C | | 0.31 | 0.612 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.12 | RTOG | | 0.12 | RTOG | | 0.49 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.20 | RTOR | | 0.18 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | 0.03 | RTC | | 0.25 | RTC | | 0.58 | RTC | | 0.40 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.07 | Addl ICU | | -0.58 | Addl ICU | | -0.15 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 123 | 0 | 81 | 0 | 0 | 0 | 0 | 1641 | 84 | 92 | 3028 | 0 | Volume |
| 0.07 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.32 | 0.05 | 0.05 | 0.59 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.59 | 0.666 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | -0.07 | RTOG | | 0.54 | RTOG | | 0.59 | Right Turn Adjustment |
| RTOR | | 0.27 | RTOR | | 0.00 | RTOR | | 0.07 | RTOR | | 0.07 | |
| RTC | | 0.28 | RTC | | -0.07 | RTC | | 0.59 | RTC | | 0.65 | |
| Addl ICU | | -0.23 | Addl ICU | | 0.07 | Addl ICU | | -0.54 | Addl ICU | | -0.65 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.72 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 109 | 511 | 122 | 317 | 397 | 287 | 486 | 1049 | 142 | 116 | 757 | 395 | Volume |
| 0.06 | 0.15 | 0.07 | 0.09 | 0.12 | 0.17 | 0.14 | 0.31 | 0.08 | 0.03 | 0.22 | 0.23 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.15 | V/C | | 0.09 | V/C | | 0.14 | V/C | | 0.22 | 0.609 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.18 | RTOG | | 0.33 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.14 | RTOR | | 0.13 | RTOR | | 0.09 | |
| RTC | | 0.19 | RTC | | 0.29 | RTC | | 0.43 | RTC | | 0.29 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.12 | Addl ICU | | -0.34 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.66 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 514 | 455 | 224 | 119 | 502 | 270 | 276 | 1181 | 558 | 232 | 1089 | 109 | Volume |
| 0.15 | 0.13 | 0.13 | 0.07 | 0.15 | 0.16 | 0.08 | 0.23 | 0.00 | 0.07 | 0.21 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.15 | V/C | | 0.15 | V/C | | 0.23 | V/C | | 0.07 | 0.599 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.15 | RTOG | | 0.23 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.09 | RTOR | | 0.15 | RTOR | | 0.17 | |
| RTC | | 0.28 | RTC | | 0.21 | RTC | | 0.34 | RTC | | 0.34 | |
| Addl ICU | | -0.15 | Addl ICU | | -0.05 | Addl ICU | | -0.34 | Addl ICU | | -0.28 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.65 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 1700 | 7369 | 1131 | 3400 | 1700 | 3400 | 3400 | 2164 | 1236 | Total Saturation |
| 577 | 2824 | 5 | 5 | 2638 | 405 | 615 | 43 | 819 | 20 | 28 | 16 | Volume |
| 0.17 | 0.42 | 0.00 | 0.00 | 0.36 | 0.36 | 0.18 | 0.03 | 0.24 | 0.01 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.17 | V/C | | 0.36 | V/C | | 0.18 | V/C | | 0.01 | 0.722 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.52 | RTOG | | 0.36 | RTOG | | 0.19 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.18 | RTOR | | 0.17 | RTOR | | 0.11 | |
| RTC | | 0.65 | RTC | | 0.49 | RTC | | 0.32 | RTC | | 0.10 | |
| Addl ICU | | -0.65 | Addl ICU | | -0.14 | Addl ICU | | -0.07 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 367 | 1333 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 304 | 27 | 98 | 36 | 55 | 114 | 31 | 1408 | 247 | 59 | 1093 | 15 | Volume |
| 0.09 | 0.07 | 0.07 | 0.02 | 0.03 | 0.07 | 0.02 | 0.41 | 0.15 | 0.03 | 0.32 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.09 | V/C | | 0.03 | V/C | | 0.41 | V/C | | 0.03 | 0.571 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.03 | RTOG | | 0.41 | RTOG | | 0.43 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.13 | RTOR | | 0.09 | RTOR | | 0.05 | |
| RTC | | 0.13 | RTC | | 0.13 | RTC | | 0.48 | RTC | | 0.47 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.06 | Addl ICU | | -0.34 | Addl ICU | | -0.46 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.62 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 75 | 94 | 112 | 260 | 96 | 178 | 142 | 1475 | 70 | 147 | 2498 | 375 | Volume |
| 0.04 | 0.06 | 0.07 | 0.08 | 0.06 | 0.10 | 0.08 | 0.29 | 0.04 | 0.09 | 0.49 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.06 | V/C | | 0.08 | V/C | | 0.08 | V/C | | 0.49 | 0.705 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.06 | RTOG | | 0.09 | RTOG | | 0.49 | RTOG | | 0.49 | Right Turn Adjustment |
| RTOR | | 0.28 | RTOR | | 0.08 | RTOR | | 0.08 | RTOR | | 0.08 | |
| RTC | | 0.27 | RTC | | 0.15 | RTC | | 0.54 | RTC | | 0.55 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.05 | Addl ICU | | -0.50 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.76 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2572 | 828 | 1700 | 3273 | 127 | 1700 | 442 | 1258 | 1700 | 1457 | 243 | Total Saturation |
| 59 | 472 | 152 | 3 | 360 | 14 | 10 | 13 | 37 | 90 | 12 | 2 | Volume |
| 0.03 | 0.18 | 0.18 | 0.00 | 0.11 | 0.11 | 0.01 | 0.03 | 0.03 | 0.05 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.05 | 0.268 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.15 | RTOG | | 0.03 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.07 | RTOR | | 0.08 | RTOR | | 0.00 | |
| RTC | | 0.22 | RTC | | 0.21 | RTC | | 0.09 | RTC | | 0.08 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.10 | Addl ICU | | -0.06 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.32 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | Total Saturation |
| 127 | 684 | 231 | 18 | 690 | 14 | 18 | 84 | 99 | 151 | 47 | 47 | Volume |
| 0.15 | 0.40 | 0.27 | 0.02 | 0.41 | 0.02 | 0.02 | 0.05 | 0.12 | 0.18 | 0.03 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.15 | V/C | | 0.41 | V/C | | 0.05 | V/C | | 0.18 | 0.782 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.53 | RTOG | | 0.41 | RTOG | | 0.05 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.20 | RTOR | | 0.15 | RTOR | | 0.15 | |
| RTC | | 0.67 | RTC | | 0.56 | RTC | | 0.16 | RTC | | 0.32 | |
| Addl ICU | | -0.40 | Addl ICU | | -0.54 | Addl ICU | | -0.05 | Addl ICU | | -0.27 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3070 | 330 | 1700 | 2968 | 432 | 1700 | 403 | 1297 | 1700 | 1020 | 680 | Total Saturation |
| 29 | 614 | 66 | 13 | 549 | 80 | 113 | 23 | 74 | 51 | 9 | 6 | Volume |
| 0.02 | 0.20 | 0.20 | 0.01 | 0.19 | 0.19 | 0.07 | 0.06 | 0.06 | 0.03 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.20 | V/C | | 0.01 | V/C | | 0.06 | V/C | | 0.03 | 0.295 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.19 | RTOG | | 0.06 | RTOG | | 0.02 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.08 | RTOR | | 0.02 | RTOR | | 0.01 | |
| RTC | | 0.22 | RTC | | 0.25 | RTC | | 0.07 | RTC | | 0.03 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.06 | Addl ICU | | -0.02 | Addl ICU | | -0.02 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.34 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1449 | 251 | 0 | 1656 | 44 | 850 | 1684 | 16 | 850 | 1700 | 0 | Total Saturation |
| 1 | 156 | 27 | 0 | 76 | 2 | 5 | 420 | 4 | 29 | 302 | 0 | Volume |
| 0.00 | 0.11 | 0.11 | 0.00 | 0.05 | 0.05 | 0.01 | 0.25 | 0.25 | 0.03 | 0.18 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.11 | V/C | | 0.00 | V/C | | 0.25 | V/C | | 0.03 | 0.391 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.11 | RTOG | | 0.25 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.11 | RTOR | | 0.06 | RTOR | | 0.00 | |
| RTC | | 0.13 | RTC | | 0.19 | RTC | | 0.30 | RTC | | 0.28 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.14 | Addl ICU | | -0.05 | Addl ICU | | -0.28 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.44 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 74 | 0 | 74 | 0 | 0 | 0 | 0 | 1575 | 48 | 79 | 2668 | 0 | Volume |
| 0.04 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 | 0.03 | 0.05 | 0.52 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.04 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.52 | | 0.567 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | -0.04 | | RTOG | 0.48 | | RTOG | 0.52 | | Right Turn Adjustment |
| RTOR | 0.21 | | RTOR | 0.00 | | RTOR | 0.04 | | RTOR | 0.04 | | |
| RTC | 0.20 | | RTC | -0.04 | | RTC | 0.51 | | RTC | 0.56 | | |
| Addl ICU | -0.16 | | Addl ICU | 0.04 | | Addl ICU | -0.48 | | Addl ICU | -0.56 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.62 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 70 | 94 | 0 | 0 | 70 | 26 | 64 | 0 | 96 | 0 | 0 | 0 | Volume |
| 0.04 | 0.06 | 0.00 | 0.00 | 0.04 | 0.02 | 0.04 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.04 | V/C | | 0.04 | V/C | | 0.04 | V/C | | 0.00 | 0.120 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | 0.04 | RTOG | | 0.04 | RTOG | | -0.04 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.03 | |
| RTC | | 0.11 | RTC | | 0.07 | RTC | | 0.07 | RTC | | -0.02 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.05 | Addl ICU | | -0.01 | Addl ICU | | 0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.17 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 41 | 1659 | 0 | 0 | 1515 | 185 | Total Saturation |
| 0 | 0 | 0 | 19 | 0 | 38 | 10 | 401 | 0 | 0 | 278 | 34 | Volume |
| 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.04 | 0.24 | 0.24 | 0.00 | 0.00 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.02 | V/C | | 0.24 | V/C | | 0.18 | 0.448 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.02 | RTOG | | 0.02 | RTOG | | 0.43 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.24 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.12 | RTC | | 0.20 | RTC | | 0.44 | RTC | | 0.20 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.16 | Addl ICU | | -0.44 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.50 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 1 | 19 | 371 | 0 | 0 | 319 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.22 | 0.00 | 0.00 | 0.19 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.22 | V/C | | 0.00 | 0.218 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.22 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.03 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.02 | RTC | | 0.22 | RTC | | 0.21 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.02 | Addl ICU | | -0.22 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.27 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 54 | 15 | 38 | 55 | 18 | 85 | 79 | 1718 | 68 | 84 | 2955 | 95 | Volume |
| 0.03 | 0.01 | 0.02 | 0.03 | 0.01 | 0.05 | 0.05 | 0.34 | 0.04 | 0.05 | 0.58 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.03 | V/C | | 0.01 | V/C | | 0.05 | V/C | | 0.58 | 0.668 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.01 | RTOG | | 0.58 | RTOG | | 0.58 | Right Turn Adjustment |
| RTOR | | 0.29 | RTOR | | 0.05 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.23 | RTC | | 0.05 | RTC | | 0.60 | RTC | | 0.60 | |
| Addl ICU | | -0.20 | Addl ICU | | 0.00 | Addl ICU | | -0.56 | Addl ICU | | -0.55 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.72 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1563 | 137 | 1700 | 1585 | 115 | 0 | 1700 | 0 | Total Saturation |
| 40 | 131 | 0 | 0 | 160 | 14 | 1 | 343 | 25 | 0 | 263 | 0 | Volume |
| 0.02 | 0.08 | 0.00 | 0.00 | 0.10 | 0.10 | 0.00 | 0.22 | 0.22 | 0.00 | 0.15 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.10 | V/C | | 0.22 | V/C | | 0.00 | 0.342 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.10 | RTOG | | 0.22 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.02 | RTOR | | 0.05 | |
| RTC | | 0.13 | RTC | | 0.15 | RTC | | 0.23 | RTC | | 0.25 | |
| Addl ICU | | -0.13 | Addl ICU | | -0.05 | Addl ICU | | -0.02 | Addl ICU | | -0.25 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.39 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1360 | 340 | 1700 | 1700 | 1700 | 1700 | 3136 | 264 | 1700 | 3400 | 1700 | Total Saturation |
| 59 | 56 | 14 | 65 | 50 | 276 | 437 | 964 | 81 | 20 | 1055 | 108 | Volume |
| 0.03 | 0.04 | 0.04 | 0.04 | 0.03 | 0.16 | 0.26 | 0.31 | 0.31 | 0.01 | 0.31 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.04 | V/C | | 0.26 | V/C | | 0.31 | 0.647 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.04 | RTOG | | 0.56 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.26 | RTOR | | 0.26 | RTOR | | 0.05 | RTOR | | 0.04 | |
| RTC | | 0.24 | RTC | | 0.24 | RTC | | 0.59 | RTC | | 0.34 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.08 | Addl ICU | | -0.29 | Addl ICU | | -0.28 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 557 | 1143 | 1700 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 36 | 44 | 144 | 69 | 20 | 41 | 70 | 1748 | 0 | 184 | 2957 | 182 | Volume |
| 0.02 | 0.03 | 0.08 | 0.04 | 0.04 | 0.04 | 0.04 | 0.34 | 0.00 | 0.05 | 0.58 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.03 | | V/C | 0.04 | | V/C | 0.04 | | V/C | 0.58 | | 0.687 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.03 | | RTOG | 0.05 | | RTOG | 0.57 | | RTOG | 0.58 | | Right Turn Adjustment |
| RTOR | 0.28 | | RTOR | 0.04 | | RTOR | 0.03 | | RTOR | 0.04 | | |
| RTC | 0.23 | | RTC | 0.08 | | RTC | 0.59 | | RTC | 0.61 | | |
| Addl ICU | -0.15 | | Addl ICU | -0.04 | | Addl ICU | -0.59 | | Addl ICU | -0.50 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.74 |

INTERSECTION ANALYSIS WORKSHEETS

**POST YEAR 2035 – NO PROJECT
2012 MODIFIED PROJECT OPTION 2
AM PEAK HOUR**

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Impact Analysis Report
 Level Of Service

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|----------------|-------------|----------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #282 Jeffrey Rd & Portola Pkwy | E | xxxxxx 0.966 | E | xxxxxx 0.966 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxxx 0.997 | E | xxxxxx 0.997 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | D | xxxxxx 0.861 | D | xxxxxx 0.861 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | C | xxxxxx 0.706 | C | xxxxxx 0.706 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx 0.565 | A | xxxxxx 0.565 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | C | xxxxxx 0.762 | C | xxxxxx 0.762 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | D | xxxxxx 0.864 | D | xxxxxx 0.864 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | C | 29.0 0.912 | C | 29.0 0.912 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | D | 45.1 1.068 | D | 45.1 1.068 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | E | xxxxxx 0.926 | E | xxxxxx 0.926 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 13.4 0.526 | B | 13.4 0.526 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | A | 3.4 0.580 | A | 3.4 0.580 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | F | xxxxxx 1.044 | F | xxxxxx 1.044 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | D | xxxxxx 0.848 | D | xxxxxx 0.848 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | C | xxxxxx 0.702 | C | xxxxxx 0.702 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | B | xxxxxx 0.606 | B | xxxxxx 0.606 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | B | 19.1 0.875 | B | 19.1 0.875 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 20.7 0.798 | C | 20.7 0.798 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | E | xxxxxx 0.987 | E | xxxxxx 0.987 | + 0.000 V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 19.0 0.535 | B | 19.0 0.535 | + 0.000 D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | B | 18.2 0.505 | B | 18.2 0.505 | + 0.000 D/V |
| #556 Ridge Valley & Portola Pkwy | D | xxxxxx 0.806 | D | xxxxxx 0.806 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 2.5 0.330 | A | 2.5 0.330 | + 0.000 V/C |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-----------|-------------|-----------|--------------|
| | Del/ LOS | V/ Veh | Del/ LOS | V/ Veh | |
| #558 "O" St & Irvine Blvd | B xxxxxx | 0.613 | B xxxxxx | 0.613 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | D xxxxxx | 0.819 | D xxxxxx | 0.819 | + 0.000 V/C |
| #560 "O" St & Marine Wy | A xxxxxx | 0.524 | A xxxxxx | 0.524 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | B xxxxxx | 0.616 | B xxxxxx | 0.616 | + 0.000 V/C |
| #566 Marine Wy & Barranca Pkwy | C xxxxxx | 0.720 | C xxxxxx | 0.720 | + 0.000 V/C |
| #567 Marine Wy & Alton Pkwy | C xxxxxx | 0.754 | C xxxxxx | 0.754 | + 0.000 V/C |
| #569 Bake Pkwy & Marine Wy | D xxxxxx | 0.892 | D xxxxxx | 0.892 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | C xxxxxx | 0.754 | C xxxxxx | 0.754 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | B xxxxxx | 0.658 | B xxxxxx | 0.658 | + 0.000 V/C |
| #603 "O" St & "LN" St | A xxxxxx | 0.379 | A xxxxxx | 0.379 | + 0.000 V/C |
| #605 "O" St & "LQ" St | A 3.5 | 0.448 | A 3.5 | 0.448 | + 0.000 V/C |
| #608 "O" St & "LV" St | A xxxxxx | 0.358 | A xxxxxx | 0.358 | + 0.000 V/C |
| #626 "LY" St & "LQ" St | A 4.6 | 0.371 | A 4.6 | 0.371 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | A xxxxxx | 0.482 | A xxxxxx | 0.482 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A 9.0 | 0.023 | A 9.0 | 0.023 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A 4.0 | 0.293 | A 4.0 | 0.293 | + 0.000 V/C |
| #787 "Z" St & "LQ" St | A 9.9 | 0.010 | A 9.9 | 0.010 | + 0.000 D/V |
| #790 "Z" St & Irvine Blvd | B xxxxxx | 0.665 | B xxxxxx | 0.665 | + 0.000 V/C |
| #798 "B" St & "LQ" St | A xxxxxx | 0.299 | A xxxxxx | 0.299 | + 0.000 V/C |
| #799 "B" St & Marine Wy | D xxxxxx | 0.802 | D xxxxxx | 0.802 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D xxxxxx | 0.831 | D xxxxxx | 0.831 | + 0.000 V/C |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 2

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|----|---|--------------|----|-----|------------|---|----|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 8 | 26 | 0 | 0 | 94 | 139 | 14 | 0 | 22 | 0 | 0 | 0 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.0 | | | xxxxxx | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=36]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=303]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|----|---|--------------|----|-----|------------|---|----|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 8 | 26 | 0 | 0 | 94 | 139 | 14 | 0 | 22 | 0 | 0 | 0 | 0 | | | | | |
| Major Street Volume: | 267 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 36 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 942 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 12 | 270 | 0 | 0 | 0 | 0 | 312 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | | 9.9 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=3]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=597]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|---|--------------|---|---|---|---|-----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | | 0 | | 0 | 0 | | 0 | | 3 | 12 | | 270 | | 0 | 0 | | 312 | | 0 |
| Major Street Volume: | | | | | | | | | 594 | | | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | 3 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | 464 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.966
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 154 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 2 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1027 | 248 | 62 | 402 | 384 | 71 | 131 | 1048 | 524 | 270 | 961 | 170 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1027 | 248 | 62 | 402 | 384 | 71 | 131 | 1048 | 524 | 270 | 961 | 170 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1027 | 248 | 0 | 402 | 384 | 71 | 131 | 1048 | 524 | 270 | 961 | 170 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1027 | 248 | 0 | 402 | 384 | 71 | 131 | 1048 | 524 | 270 | 961 | 170 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1027 | 248 | 0 | 402 | 384 | 71 | 131 | 1048 | 524 | 270 | 961 | 170 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.55 | 0.45 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 4333 | 767 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.30 | 0.15 | 0.00 | 0.24 | 0.23 | 0.04 | 0.08 | 0.21 | 0.31 | 0.08 | 0.22 | 0.22 |
| Crit Moves: | **** | | | **** | | | | | **** | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.997
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 163 | 773 | 298 | 377 | 1357 | 145 | 173 | 1591 | 322 | 295 | 1980 | 313 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 163 | 773 | 298 | 377 | 1357 | 145 | 173 | 1591 | 322 | 295 | 1980 | 313 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 163 | 773 | 0 | 377 | 1357 | 145 | 173 | 1591 | 322 | 295 | 1980 | 313 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 163 | 773 | 0 | 377 | 1357 | 145 | 173 | 1591 | 322 | 295 | 1980 | 313 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 163 | 773 | 0 | 377 | 1357 | 145 | 173 | 1591 | 322 | 295 | 1980 | 313 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.50 | 0.50 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4242 | 858 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.15 | 0.00 | 0.11 | 0.27 | 0.09 | 0.05 | 0.38 | 0.38 | 0.09 | 0.58 | 0.18 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.861 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 69 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 1 |
| | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 177 | 816 | 164 | 80 | 1505 | 420 | 332 | 163 | 228 | 487 | 336 | 120 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 177 | 816 | 164 | 80 | 1505 | 420 | 332 | 163 | 228 | 487 | 336 | 120 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 177 | 816 | 164 | 80 | 1505 | 420 | 332 | 163 | 228 | 487 | 336 | 120 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 177 | 816 | 164 | 80 | 1505 | 420 | 332 | 163 | 228 | 487 | 336 | 120 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 177 | 816 | 164 | 80 | 1505 | 420 | 332 | 163 | 228 | 487 | 336 | 120 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.50 | 0.50 | 2.00 | 3.00 | 1.00 | 1.00 | 0.83 | 1.17 | 2.00 | 0.74 | 0.26 |
| Final Sat.: | 3400 | 4247 | 853 | 3400 | 5100 | 1700 | 1700 | 1417 | 1983 | 3400 | 1253 | 447 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.19 | 0.19 | 0.02 | 0.30 | 0.25 | 0.20 | 0.12 | 0.11 | 0.14 | 0.27 | 0.27 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.706 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 38 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 4 | 0 | 1 | 1 |
| | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 134 | 839 | 284 | 271 | 1707 | 363 | 265 | 563 | 145 | 647 | 847 | 92 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 134 | 839 | 284 | 271 | 1707 | 363 | 265 | 563 | 145 | 647 | 847 | 92 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 134 | 839 | 284 | 271 | 1707 | 363 | 265 | 563 | 145 | 647 | 847 | 92 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 134 | 839 | 284 | 271 | 1707 | 363 | 265 | 563 | 145 | 647 | 847 | 92 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 134 | 839 | 284 | 271 | 1707 | 363 | 265 | 563 | 145 | 647 | 847 | 92 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.24 | 0.76 | 2.00 | 4.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 3810 | 1290 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.22 | 0.22 | 0.08 | 0.25 | 0.21 | 0.08 | 0.17 | 0.09 | 0.19 | 0.25 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.565 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 27 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 254 | 0 | 442 | 0 | 0 | 0 | 0 | 830 | 731 | 479 | 1151 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 254 | 0 | 442 | 0 | 0 | 0 | 0 | 830 | 731 | 479 | 1151 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 254 | 0 | 442 | 0 | 0 | 0 | 0 | 830 | 0 | 479 | 1151 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 254 | 0 | 442 | 0 | 0 | 0 | 0 | 830 | 0 | 479 | 1151 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 254 | 0 | 442 | 0 | 0 | 0 | 0 | 830 | 0 | 479 | 1151 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.14 | 0.34 | 0.00 |
| Crit Moves: | | | **** | | | | | **** | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.762
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 116 | 577 | 106 | 415 | 1027 | 123 | 274 | 1457 | 385 | 465 | 1508 | 148 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 116 | 577 | 106 | 415 | 1027 | 123 | 274 | 1457 | 385 | 465 | 1508 | 148 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 116 | 577 | 106 | 415 | 1027 | 123 | 274 | 1457 | 385 | 465 | 1508 | 148 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 116 | 577 | 106 | 415 | 1027 | 123 | 274 | 1457 | 385 | 465 | 1508 | 148 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 116 | 577 | 106 | 415 | 1027 | 123 | 274 | 1457 | 385 | 465 | 1508 | 148 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.11 | 0.03 | 0.12 | 0.30 | 0.07 | 0.08 | 0.21 | 0.23 | 0.14 | 0.30 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.864
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 70 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 225 | 455 | 233 | 336 | 2427 | 75 | 90 | 348 | 669 | 518 | 900 | 352 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 225 | 455 | 233 | 336 | 2427 | 75 | 90 | 348 | 669 | 518 | 900 | 352 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 225 | 455 | 0 | 336 | 2427 | 75 | 90 | 348 | 0 | 518 | 900 | 352 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 225 | 455 | 0 | 336 | 2427 | 75 | 90 | 348 | 0 | 518 | 900 | 352 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 225 | 455 | 0 | 336 | 2427 | 75 | 90 | 348 | 0 | 518 | 900 | 352 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.16 | 0.84 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3666 | 1434 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.09 | 0.00 | 0.10 | 0.48 | 0.04 | 0.03 | 0.07 | 0.00 | 0.15 | 0.25 | 0.25 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.912
Loss Time (sec): 0 Average Delay (sec/veh): 29.0
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.068
Loss Time (sec): 0 Average Delay (sec/veh): 45.1
Optimal Cycle: 180 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.926
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 105 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 133 | 914 | 184 | 1764 | 2098 | 452 | 122 | 152 | 114 | 72 | 234 | 368 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 133 | 914 | 184 | 1764 | 2098 | 452 | 122 | 152 | 114 | 72 | 234 | 368 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 133 | 914 | 184 | 1764 | 2098 | 452 | 122 | 152 | 114 | 72 | 234 | 368 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 133 | 914 | 184 | 1764 | 2098 | 452 | 122 | 152 | 114 | 72 | 234 | 368 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 133 | 914 | 184 | 1764 | 2098 | 452 | 122 | 152 | 114 | 72 | 234 | 368 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.47 | 0.53 | 2.00 | 0.57 | 0.43 | 2.00 | 1.17 | 1.83 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4196 | 904 | 3400 | 971 | 729 | 3400 | 1982 | 3118 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.18 | 0.11 | 0.52 | 0.50 | 0.50 | 0.04 | 0.16 | 0.16 | 0.02 | 0.12 | 0.12 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 0 Average Delay (sec/veh): 13.4
Optimal Cycle: 48 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580
 Loss Time (sec): 0 Average Delay (sec/veh): 3.4
 Optimal Cycle: 54 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 66 | 0 | 114 | 0 | 0 | 0 | 0 | 1838 | 140 | 0 | 1926 | 269 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 66 | 0 | 114 | 0 | 0 | 0 | 0 | 1838 | 140 | 0 | 1926 | 269 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 66 | 0 | 114 | 0 | 0 | 0 | 0 | 1838 | 0 | 0 | 1926 | 269 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 66 | 0 | 114 | 0 | 0 | 0 | 0 | 1838 | 0 | 0 | 1926 | 269 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 66 | 0 | 114 | 0 | 0 | 0 | 0 | 1838 | 0 | 0 | 1926 | 269 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.89 | 0.89 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 2.63 | 0.37 |
| Final Sat.: | 1805 | 0 | 1615 | 0 | 0 | 0 | 0 | 3610 | 1900 | 0 | 4469 | 624 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.04 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.51 | 0.00 | 0.00 | 0.43 | 0.43 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |
| Green/Cycle: | 0.12 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.88 | 0.00 | 0.00 | 0.88 | 0.88 |
| Volume/Cap: | 0.30 | 0.00 | 0.58 | 0.00 | 0.00 | 0.00 | 0.00 | 0.58 | 0.00 | 0.00 | 0.49 | 0.49 |
| Delay/Veh: | 40.8 | 0.0 | 45.8 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 1.4 | 1.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 40.8 | 0.0 | 45.8 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 1.4 | 1.4 |
| LOS by Move: | D | A | D | A | A | A | A | A | A | A | A | A |
| HCM2kAvgQ: | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 6 | 6 |

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 1.044 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 180 | Level Of Service: | F |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 1 | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 252 | 541 | 136 | 299 | 1556 | 644 | 705 | 1542 | 871 | 347 | 1307 | 276 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 252 | 541 | 136 | 299 | 1556 | 644 | 705 | 1542 | 871 | 347 | 1307 | 276 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 252 | 541 | 0 | 299 | 1556 | 0 | 705 | 1542 | 871 | 347 | 1307 | 276 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 252 | 541 | 0 | 299 | 1556 | 0 | 705 | 1542 | 871 | 347 | 1307 | 276 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 252 | 541 | 0 | 299 | 1556 | 0 | 705 | 1542 | 871 | 347 | 1307 | 276 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.11 | 0.00 | 0.09 | 0.31 | 0.00 | 0.21 | 0.30 | 0.51 | 0.10 | 0.26 | 0.16 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.848
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 64 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 141 | 1166 | 107 | 106 | 2057 | 56 | 22 | 111 | 136 | 264 | 104 | 226 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 141 | 1166 | 107 | 106 | 2057 | 56 | 22 | 111 | 136 | 264 | 104 | 226 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 141 | 1166 | 0 | 106 | 2057 | 56 | 22 | 111 | 136 | 264 | 104 | 226 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 141 | 1166 | 0 | 106 | 2057 | 56 | 22 | 111 | 136 | 264 | 104 | 226 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 141 | 1166 | 0 | 106 | 2057 | 56 | 22 | 111 | 136 | 264 | 104 | 226 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.92 | 0.08 | 1.00 | 0.45 | 0.55 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 4965 | 135 | 1700 | 764 | 936 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.23 | 0.00 | 0.06 | 0.41 | 0.41 | 0.01 | 0.15 | 0.15 | 0.16 | 0.06 | 0.13 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.702 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 37 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 1 | 0 |
| | 1 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 163 | 1214 | 229 | 117 | 2123 | 79 | 13 | 12 | 29 | 399 | 42 | 110 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 163 | 1214 | 229 | 117 | 2123 | 79 | 13 | 12 | 29 | 399 | 42 | 110 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 163 | 1214 | 0 | 117 | 2123 | 79 | 13 | 12 | 0 | 399 | 42 | 110 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 163 | 1214 | 0 | 117 | 2123 | 79 | 13 | 12 | 0 | 399 | 42 | 110 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 163 | 1214 | 0 | 117 | 2123 | 79 | 13 | 12 | 0 | 399 | 42 | 110 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.89 | 0.11 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4917 | 183 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.24 | 0.00 | 0.03 | 0.43 | 0.43 | 0.01 | 0.01 | 0.00 | 0.12 | 0.02 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 5 | 1030 | 166 | 119 | 1264 | 1023 | 534 | 215 | 11 | 229 | 403 | 101 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 5 | 1030 | 166 | 119 | 1264 | 1023 | 534 | 215 | 11 | 229 | 403 | 101 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 5 | 1030 | 0 | 119 | 1264 | 0 | 534 | 215 | 11 | 229 | 403 | 101 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 5 | 1030 | 0 | 119 | 1264 | 0 | 534 | 215 | 11 | 229 | 403 | 101 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 5 | 1030 | 0 | 119 | 1264 | 0 | 534 | 215 | 11 | 229 | 403 | 101 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.90 | 0.10 | 2.00 | 1.60 | 0.40 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3235 | 165 | 3400 | 2719 | 681 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.20 | 0.00 | 0.04 | 0.25 | 0.00 | 0.16 | 0.07 | 0.07 | 0.07 | 0.15 | 0.15 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.875
Loss Time (sec): 0 Average Delay (sec/veh): 19.1
Optimal Cycle: 180 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 0 Average Delay (sec/veh): 20.7
Optimal Cycle: 113 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.987
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 36 | 1317 | 85 | 95 | 4270 | 161 | 54 | 4 | 50 | 73 | 9 | 79 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 36 | 1317 | 85 | 95 | 4270 | 161 | 54 | 4 | 50 | 73 | 9 | 79 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 36 | 1317 | 85 | 95 | 4270 | 161 | 54 | 4 | 50 | 73 | 9 | 79 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 36 | 1317 | 85 | 95 | 4270 | 161 | 54 | 4 | 50 | 73 | 9 | 79 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 36 | 1317 | 85 | 95 | 4270 | 161 | 54 | 4 | 50 | 73 | 9 | 79 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.82 | 0.18 | 1.00 | 3.00 | 1.00 | 1.00 | 0.07 | 0.93 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 4791 | 309 | 1700 | 5100 | 1700 | 1700 | 126 | 1574 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.27 | 0.27 | 0.06 | 0.84 | 0.09 | 0.03 | 0.03 | 0.03 | 0.04 | 0.01 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
 Loss Time (sec): 0 Average Delay (sec/veh): 19.0
 Optimal Cycle: 49 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 0 | 0 | 0 | 299 | 0 | 455 | 0 | 735 | 374 | 445 | 1334 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 299 | 0 | 455 | 0 | 735 | 374 | 445 | 1334 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 299 | 0 | 455 | 0 | 735 | 374 | 445 | 1334 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 299 | 0 | 455 | 0 | 735 | 374 | 445 | 1334 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 299 | 0 | 455 | 0 | 735 | 374 | 445 | 1334 | 0 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.75 | 1.00 | 0.95 | 0.85 | 0.92 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 2.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1805 | 0 | 2842 | 0 | 3610 | 1615 | 3502 | 3610 | 0 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.16 | 0.00 | 0.20 | 0.23 | 0.13 | 0.37 | 0.00 |
| Crit Moves: | | | | *** | | | | *** | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.31 | 0.00 | 0.31 | 0.00 | 0.45 | 0.45 | 0.24 | 0.69 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.54 | 0.00 | 0.52 | 0.00 | 0.46 | 0.52 | 0.52 | 0.54 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 29.6 | 0.0 | 28.9 | 0.0 | 19.5 | 20.7 | 33.2 | 7.8 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 29.6 | 0.0 | 28.9 | 0.0 | 19.5 | 20.7 | 33.2 | 7.8 | 0.0 |
| LOS by Move: | A | A | A | C | A | C | A | B | C | C | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 8 | 0 | 7 | 0 | 8 | 9 | 7 | 11 | 0 |

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 0 Average Delay (sec/veh): 18.2
Optimal Cycle: 46 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, etc.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.806
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 53 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | WideBypass | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 246 | 19 | 108 | 147 | 69 | 22 | 20 | 959 | 191 | 418 | 1370 | 21 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 246 | 19 | 108 | 147 | 69 | 22 | 20 | 959 | 191 | 418 | 1370 | 21 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 246 | 19 | 108 | 147 | 69 | 22 | 20 | 959 | 191 | 418 | 1370 | 21 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 246 | 19 | 108 | 147 | 69 | 22 | 20 | 959 | 191 | 418 | 1370 | 21 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 246 | 19 | 108 | 147 | 69 | 22 | 20 | 959 | 191 | 418 | 1370 | 21 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.15 | 0.85 | 1.00 | 1.52 | 0.48 | 1.00 | 1.67 | 0.33 | 1.00 | 1.97 | 0.03 |
| Final Sat.: | 1700 | 254 | 1446 | 1700 | 2578 | 822 | 1700 | 2835 | 565 | 1700 | 3349 | 51 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.14 | 0.07 | 0.07 | 0.09 | 0.03 | 0.03 | 0.01 | 0.34 | 0.34 | 0.25 | 0.41 | 0.41 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.5 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 71 | 106 | 2 | 79 | 500 | 196 | 26 | 8 | 50 | 1 | 28 | 90 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 71 | 106 | 2 | 79 | 500 | 196 | 26 | 8 | 50 | 1 | 28 | 90 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 71 | 106 | 2 | 79 | 500 | 196 | 26 | 8 | 50 | 1 | 28 | 90 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 71 | 106 | 2 | 79 | 500 | 196 | 26 | 8 | 50 | 1 | 28 | 90 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 71 | 106 | 2 | 79 | 500 | 196 | 26 | 8 | 50 | 1 | 28 | 90 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|---|----|-----|-----|----|---|----|---|----|----|
| AutoPCE: | 71 | 106 | 2 | 79 | 500 | 196 | 26 | 8 | 50 | 1 | 28 | 90 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 71 | 106 | 2 | 79 | 500 | 196 | 26 | 8 | 50 | 1 | 28 | 90 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 113 | 100 | 580 | 203 |
| MaxVolume: | 2343 | 2352 | 887 | 1090 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2343 | 2352 | 887 | 1090 |
| ApproachVol: | 179 | 775 | 84 | 119 |
| ApproachV/C: | 0.08 | 0.33 | 0.09 | 0.11 |
| ApproachDel: | 1.7 | 2.3 | 4.5 | 3.7 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.2 | 1.5 | 0.3 | 0.4 |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.613
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 3 | 2 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 148 | 54 | 54 | 284 | 402 | 653 | 176 | 1588 | 285 | 118 | 1591 | 76 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 148 | 54 | 54 | 284 | 402 | 653 | 176 | 1588 | 285 | 118 | 1591 | 76 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 148 | 54 | 54 | 284 | 402 | 0 | 176 | 1588 | 285 | 118 | 1591 | 76 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 148 | 54 | 54 | 284 | 402 | 0 | 176 | 1588 | 285 | 118 | 1591 | 76 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 148 | 54 | 54 | 284 | 402 | 0 | 176 | 1588 | 285 | 118 | 1591 | 76 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.03 | 0.03 | 0.17 | 0.12 | 0.00 | 0.05 | 0.31 | 0.17 | 0.03 | 0.31 | 0.04 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.819 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 56 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 164 | 59 | 5 | 30 | 349 | 919 | 553 | 460 | 607 | 25 | 587 | 25 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 164 | 59 | 5 | 30 | 349 | 919 | 553 | 460 | 607 | 25 | 587 | 25 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 164 | 59 | 5 | 30 | 349 | 919 | 553 | 460 | 607 | 25 | 587 | 25 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 164 | 59 | 5 | 30 | 349 | 919 | 553 | 460 | 607 | 25 | 587 | 25 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 164 | 59 | 5 | 30 | 349 | 919 | 553 | 460 | 607 | 25 | 587 | 25 |
| OvlAdjVol: | | | | | | 642 | | | 525 | | | |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.84 | 0.16 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.92 | 0.08 |
| Final Sat.: | 3400 | 3134 | 266 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3261 | 139 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.02 | 0.02 | 0.02 | 0.10 | 0.54 | 0.16 | 0.14 | 0.36 | 0.01 | 0.18 | 0.18 |
| OvlAdjV/S: | | | | | | 0.38 | | | 0.31 | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.524
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 335 | 0 | 165 | 64 | 979 | 0 | 0 | 1149 | 152 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 335 | 0 | 165 | 64 | 979 | 0 | 0 | 1149 | 152 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 335 | 0 | 165 | 64 | 979 | 0 | 0 | 1149 | 152 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 335 | 0 | 165 | 64 | 979 | 0 | 0 | 1149 | 152 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 335 | 0 | 165 | 64 | 979 | 0 | 0 | 1149 | 152 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.10 | 0.04 | 0.29 | 0.00 | 0.00 | 0.34 | 0.09 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 2397 | 72 | 108 | 1731 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 2397 | 72 | 108 | 1731 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 2397 | 72 | 108 | 1731 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 2397 | 72 | 108 | 1731 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 2397 | 72 | 108 | 1731 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.47 | 0.04 | 0.06 | 0.34 | 0.00 |
| Crit Moves: | | | **** | | | | | **** | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.720
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 128 | 341 | 97 | 298 | 558 | 395 | 207 | 493 | 108 | 161 | 1024 | 318 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 128 | 341 | 97 | 298 | 558 | 395 | 207 | 493 | 108 | 161 | 1024 | 318 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 128 | 341 | 97 | 298 | 558 | 395 | 207 | 493 | 108 | 161 | 1024 | 318 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 128 | 341 | 97 | 298 | 558 | 395 | 207 | 493 | 108 | 161 | 1024 | 318 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 128 | 341 | 97 | 298 | 558 | 395 | 207 | 493 | 108 | 161 | 1024 | 318 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.10 | 0.06 | 0.09 | 0.16 | 0.23 | 0.06 | 0.15 | 0.06 | 0.05 | 0.30 | 0.19 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 640 | 473 | 238 | 116 | 359 | 319 | 249 | 1073 | 373 | 168 | 1301 | 111 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 640 | 473 | 238 | 116 | 359 | 319 | 249 | 1073 | 373 | 168 | 1301 | 111 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 640 | 473 | 238 | 116 | 359 | 319 | 249 | 1073 | 0 | 168 | 1301 | 111 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 640 | 473 | 238 | 116 | 359 | 319 | 249 | 1073 | 0 | 168 | 1301 | 111 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 640 | 473 | 238 | 116 | 359 | 319 | 249 | 1073 | 0 | 168 | 1301 | 111 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.19 | 0.14 | 0.14 | 0.07 | 0.11 | 0.19 | 0.07 | 0.21 | 0.00 | 0.05 | 0.26 | 0.07 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.892
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 82 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1015 | 2989 | 33 | 22 | 2465 | 764 | 281 | 20 | 316 | 4 | 13 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1015 | 2989 | 33 | 22 | 2465 | 764 | 281 | 20 | 316 | 4 | 13 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1015 | 2989 | 33 | 22 | 2465 | 764 | 281 | 20 | 316 | 4 | 13 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1015 | 2989 | 33 | 22 | 2465 | 764 | 281 | 20 | 316 | 4 | 13 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1015 | 2989 | 33 | 22 | 2465 | 764 | 281 | 20 | 316 | 4 | 13 | 4 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 4.00 | 1.00 | 1.00 | 4.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.53 | 0.47 |
| Final Sat.: | 3400 | 6800 | 1700 | 1700 | 6800 | 1700 | 3400 | 1700 | 3400 | 3400 | 2600 | 800 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.30 | 0.44 | 0.02 | 0.01 | 0.36 | 0.45 | 0.08 | 0.01 | 0.09 | 0.00 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | | **** | | | **** | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 319 | 2 | 72 | 69 | 69 | 310 | 16 | 1076 | 99 | 42 | 1422 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 319 | 2 | 72 | 69 | 69 | 310 | 16 | 1076 | 99 | 42 | 1422 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 319 | 2 | 72 | 69 | 69 | 310 | 16 | 1076 | 99 | 42 | 1422 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 319 | 2 | 72 | 69 | 69 | 310 | 16 | 1076 | 99 | 42 | 1422 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 319 | 2 | 72 | 69 | 69 | 310 | 16 | 1076 | 99 | 42 | 1422 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.03 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 46 | 1654 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.04 | 0.04 | 0.04 | 0.04 | 0.18 | 0.01 | 0.32 | 0.06 | 0.02 | 0.42 | 0.00 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 61 | 60 | 138 | 388 | 90 | 195 | 102 | 1815 | 42 | 83 | 1539 | 187 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 61 | 60 | 138 | 388 | 90 | 195 | 102 | 1815 | 42 | 83 | 1539 | 187 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 61 | 60 | 138 | 388 | 90 | 195 | 102 | 1815 | 42 | 83 | 1539 | 187 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 61 | 60 | 138 | 388 | 90 | 195 | 102 | 1815 | 42 | 83 | 1539 | 187 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 61 | 60 | 138 | 388 | 90 | 195 | 102 | 1815 | 42 | 83 | 1539 | 187 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.32 | 0.68 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 537 | 1163 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.04 | 0.08 | 0.11 | 0.17 | 0.17 | 0.06 | 0.36 | 0.02 | 0.05 | 0.30 | 0.11 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.379
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 19 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 18 | 145 | 53 | 2 | 609 | 9 | 13 | 16 | 67 | 149 | 10 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 18 | 145 | 53 | 2 | 609 | 9 | 13 | 16 | 67 | 149 | 10 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 18 | 145 | 53 | 2 | 609 | 9 | 13 | 16 | 67 | 149 | 10 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 18 | 145 | 53 | 2 | 609 | 9 | 13 | 16 | 67 | 149 | 10 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 18 | 145 | 53 | 2 | 609 | 9 | 13 | 16 | 67 | 149 | 10 | 4 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.46 | 0.54 | 1.00 | 1.97 | 0.03 | 1.00 | 0.19 | 0.81 | 1.00 | 0.71 | 0.29 |
| Final Sat.: | 1700 | 2490 | 910 | 1700 | 3350 | 50 | 1700 | 328 | 1372 | 1700 | 1214 | 486 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.06 | 0.06 | 0.00 | 0.18 | 0.18 | 0.01 | 0.05 | 0.05 | 0.09 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.5 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 134 | 229 | 143 | 1 | 896 | 30 | 4 | 33 | 69 | 265 | 95 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 134 | 229 | 143 | 1 | 896 | 30 | 4 | 33 | 69 | 265 | 95 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 134 | 229 | 143 | 1 | 896 | 30 | 4 | 33 | 69 | 265 | 95 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 134 | 229 | 143 | 1 | 896 | 30 | 4 | 33 | 69 | 265 | 95 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 134 | 229 | 143 | 1 | 896 | 30 | 4 | 33 | 69 | 265 | 95 | 2 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|---|-----|----|---|----|----|-----|----|---|
| AutoPCE: | 134 | 229 | 143 | 1 | 896 | 30 | 4 | 33 | 69 | 265 | 95 | 2 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 134 | 229 | 143 | 1 | 896 | 30 | 4 | 33 | 69 | 265 | 95 | 2 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 38 | 494 | 1162 | 367 |
| MaxVolume: | 2397 | 2068 | 573 | 1002 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2397 | 2068 | 573 | 1002 |
| ApproachVol: | 506 | 927 | 106 | 362 |
| ApproachV/C: | 0.21 | 0.45 | 0.19 | 0.36 |
| ApproachDel: | 1.9 | 3.1 | 7.7 | 5.6 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.8 | 2.4 | 0.7 | 1.7 |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.358
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 19 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 14 | 144 | 28 | 2 | 612 | 195 | 17 | 6 | 42 | 58 | 22 | 3 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 14 | 144 | 28 | 2 | 612 | 195 | 17 | 6 | 42 | 58 | 22 | 3 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 14 | 144 | 28 | 2 | 612 | 195 | 17 | 6 | 42 | 58 | 22 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 14 | 144 | 28 | 2 | 612 | 195 | 17 | 6 | 42 | 58 | 22 | 3 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 14 | 144 | 28 | 2 | 612 | 195 | 17 | 6 | 42 | 58 | 22 | 3 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.67 | 0.33 | 1.00 | 1.52 | 0.48 | 1.00 | 0.12 | 0.88 | 1.00 | 0.88 | 0.12 |
| Final Sat.: | 1700 | 2847 | 553 | 1700 | 2578 | 822 | 1700 | 213 | 1488 | 1700 | 1496 | 204 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.05 | 0.05 | 0.00 | 0.24 | 0.24 | 0.01 | 0.03 | 0.03 | 0.03 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.6 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 14 | 13 | 0 | 217 | 1 | 1 | 234 | 1 | 21 | 421 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 14 | 13 | 0 | 217 | 1 | 1 | 234 | 1 | 21 | 421 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 14 | 13 | 0 | 217 | 1 | 1 | 234 | 1 | 21 | 421 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 14 | 13 | 0 | 217 | 1 | 1 | 234 | 1 | 21 | 421 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 14 | 13 | 0 | 217 | 1 | 1 | 234 | 1 | 21 | 421 | 0 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|----|----|---|-----|---|---|-----|---|----|-----|---|
| AutoPCE: | 1 | 14 | 13 | 0 | 217 | 1 | 1 | 234 | 1 | 21 | 421 | 0 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 14 | 13 | 0 | 217 | 1 | 1 | 234 | 1 | 21 | 421 | 0 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 235 | 443 | 238 | 16 |
| MaxVolume: | 1073 | 961 | 1071 | 1191 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1073 | 961 | 1071 | 1191 |
| ApproachVol: | 28 | 218 | 236 | 442 |
| ApproachV/C: | 0.03 | 0.23 | 0.22 | 0.37 |
| ApproachDel: | 3.4 | 4.8 | 4.3 | 4.8 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.1 | 0.9 | 0.8 | 1.7 |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.482 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 23 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 50 | 0 | 51 | 0 | 0 | 0 | 0 | 1884 | 59 | 56 | 1720 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 50 | 0 | 51 | 0 | 0 | 0 | 0 | 1884 | 59 | 56 | 1720 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 50 | 0 | 51 | 0 | 0 | 0 | 0 | 1884 | 59 | 56 | 1720 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 50 | 0 | 51 | 0 | 0 | 0 | 0 | 1884 | 59 | 56 | 1720 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 50 | 0 | 51 | 0 | 0 | 0 | 0 | 1884 | 59 | 56 | 1720 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.03 | 0.03 | 0.34 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: A[9.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 1 0 0, etc.)

Volume Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Critical Gap, FollowUpTim.

Capacity Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.0 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 34 | 0 | 46 | 6 | 224 | 0 | 0 | 342 | 9 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 34 | 0 | 46 | 6 | 224 | 0 | 0 | 342 | 9 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 34 | 0 | 46 | 6 | 224 | 0 | 0 | 342 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 34 | 0 | 46 | 6 | 224 | 0 | 0 | 342 | 9 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 34 | 0 | 46 | 6 | 224 | 0 | 0 | 342 | 9 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|----|---|----|---|-----|---|---|-----|---|
| AutoPCE: | 0 | 0 | 0 | 34 | 0 | 46 | 6 | 224 | 0 | 0 | 342 | 9 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 34 | 0 | 46 | 6 | 224 | 0 | 0 | 342 | 9 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 264 | 342 | 34 | 6 |
| MaxVolume: | xxxxxx | 1015 | 1182 | 1197 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1015 | 1182 | 1197 |
| ApproachVol: | xxxxxx | 80 | 230 | 351 |
| ApproachV/C: | 1.00 | 0.08 | 0.19 | 0.29 |
| ApproachDel: | xxxxxx | 3.8 | 3.8 | 4.3 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.3 | 0.7 | 1.2 |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.9]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|--------------|---|---|--------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 270 | 0 | 0 | 312 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 270 | 0 | 0 | 312 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 270 | 0 | 0 | 312 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 270 | 0 | 0 | 312 | 0 |

| Critical Gap Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------|-------------|------|-------|-------------|------|-----|------------|------|-------|------------|------|-------|
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 6.2 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |

| Capacity Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|------------------|-------------|------|-------|-------------|------|------|------------|------|-------|------------|------|-------|
| Cnflct Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | 312 | 312 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | 733 | 1260 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | 733 | 1260 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | 0.01 | xxxx | xxxx | xxxx | xxxx | xxxx |

| Level Of Service Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------------------|-------------|------|-------|-------------|------|-------|------------|--------|-------|------------|--------|-------|
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.0 | 0.0 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 9.9 | 7.9 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | A | A | * | * | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | | 9.9 | | | xxxxxx | | | xxxxxx | |
| ApproachLOS: | | * | | | A | | | * | | | * | |

 Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.665 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 34 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 57 | 8 | 68 | 166 | 36 | 139 | 42 | 2279 | 42 | 52 | 1624 | 19 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 57 | 8 | 68 | 166 | 36 | 139 | 42 | 2279 | 42 | 52 | 1624 | 19 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 57 | 8 | 68 | 166 | 36 | 139 | 42 | 2279 | 42 | 52 | 1624 | 19 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 57 | 8 | 68 | 166 | 36 | 139 | 42 | 2279 | 42 | 52 | 1624 | 19 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 57 | 8 | 68 | 166 | 36 | 139 | 42 | 2279 | 42 | 52 | 1624 | 19 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.00 | 0.04 | 0.10 | 0.02 | 0.08 | 0.02 | 0.45 | 0.02 | 0.03 | 0.32 | 0.01 |
| Crit Moves: | | | **** | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.299
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes for "B" St and "LQ" St.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.802
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 52 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 100 | 37 | 25 | 127 | 57 | 528 | 151 | 858 | 39 | 12 | 999 | 32 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 100 | 37 | 25 | 127 | 57 | 528 | 151 | 858 | 39 | 12 | 999 | 32 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 100 | 37 | 25 | 127 | 57 | 528 | 151 | 858 | 39 | 12 | 999 | 32 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 100 | 37 | 25 | 127 | 57 | 528 | 151 | 858 | 39 | 12 | 999 | 32 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 100 | 37 | 25 | 127 | 57 | 528 | 151 | 858 | 39 | 12 | 999 | 32 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.60 | 0.40 | 1.00 | 1.00 | 1.00 | 1.00 | 1.91 | 0.09 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 1015 | 685 | 1700 | 1700 | 1700 | 1700 | 3252 | 148 | 1700 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.04 | 0.04 | 0.07 | 0.03 | 0.31 | 0.09 | 0.26 | 0.26 | 0.01 | 0.29 | 0.02 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.831 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 59 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 11 | 199 | 165 | 21 | 50 | 23 | 2710 | 0 | 122 | 1787 | 60 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 11 | 199 | 165 | 21 | 50 | 23 | 2710 | 0 | 122 | 1787 | 60 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 11 | 199 | 165 | 21 | 50 | 23 | 2710 | 0 | 122 | 1787 | 60 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 11 | 199 | 165 | 21 | 50 | 23 | 2710 | 0 | 122 | 1787 | 60 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 11 | 199 | 165 | 21 | 50 | 23 | 2710 | 0 | 122 | 1787 | 60 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.30 | 0.70 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 503 | 1197 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.01 | 0.12 | 0.10 | 0.04 | 0.04 | 0.01 | 0.53 | 0.00 | 0.04 | 0.35 | 0.04 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 19 | 0 | 0 | 180 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.01 | 0.00 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.11 | V/C | | 0.00 | V/C | | 0.00 | 0.106 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.11 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.09 | |
| RTC | | 0.11 | RTC | | 0.11 | RTC | | 0.00 | RTC | | 0.07 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.11 | Addl ICU | | 0.00 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.16 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 67 | 0 | 0 | 292 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.04 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.17 | V/C | | 0.00 | V/C | | 0.00 | 0.172 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.17 | RTOG | | 0.17 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.13 | |
| RTC | | 0.17 | RTC | | 0.17 | RTC | | 0.00 | RTC | | 0.10 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.17 | Addl ICU | | 0.00 | Addl ICU | | -0.10 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.22 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 0 | 0 | 252 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.00 | 0.15 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.15 | 0.148 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.15 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.04 | RTC | | 0.00 | RTC | | 0.15 | RTC | | 0.15 | |
| Addl ICU | | -0.04 | Addl ICU | | 0.00 | Addl ICU | | -0.15 | Addl ICU | | -0.15 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.20 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 213 | 0 | 0 | 259 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.00 | 0.15 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.15 | | 0.152 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.00 | | RTOG | 0.00 | | RTOG | 0.15 | | RTOG | 0.15 | | Right Turn Adjustment |
| RTOR | 0.03 | | RTOR | 0.00 | | RTOR | 0.00 | | RTOR | 0.00 | | |
| RTC | 0.02 | | RTC | 0.00 | | RTC | 0.15 | | RTC | 0.15 | | |
| Addl ICU | -0.02 | | Addl ICU | 0.00 | | Addl ICU | -0.15 | | Addl ICU | -0.15 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.20 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 177 | 0 | 0 | 240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.10 | 0.00 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.14 | V/C | | 0.00 | V/C | | 0.00 | 0.141 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.14 | RTOG | | 0.14 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | |
| RTC | | 0.14 | RTC | | 0.14 | RTC | | 0.00 | RTC | | 0.03 | |
| Addl ICU | | -0.14 | Addl ICU | | -0.14 | Addl ICU | | 0.00 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.19 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 283 | 0 | 0 | 275 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.17 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.17 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.166 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.17 | RTOG | | 0.17 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.17 | RTC | | 0.17 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.17 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.22 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 178 | 0 | 0 | 172 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.10 | 0.00 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.10 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.105 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.10 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.10 | RTC | | 0.10 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | -0.10 | Addl ICU | | -0.10 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.15 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 2 | 3 | 0 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 3400 | 4304 | 796 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 1027 | 248 | 62 | 402 | 384 | 71 | 131 | 1048 | 524 | 270 | 961 | 170 | Volume |
| 0.30 | 0.07 | 0.04 | 0.12 | 0.09 | 0.09 | 0.04 | 0.21 | 0.31 | 0.08 | 0.19 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.30 | | V/C | 0.09 | | V/C | 0.21 | | V/C | 0.08 | | 0.676 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.27 | | RTOG | 0.09 | | RTOG | 0.21 | | RTOG | 0.25 | | |
| RTOR | 0.08 | | RTOR | 0.10 | | RTOR | 0.30 | | RTOR | 0.32 | | |
| RTC | 0.33 | | RTC | 0.16 | | RTC | 0.43 | | RTC | 0.49 | | |
| Addl ICU | -0.30 | | Addl ICU | -0.07 | | Addl ICU | -0.12 | | Addl ICU | -0.39 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.73 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 163 | 773 | 298 | 377 | 1357 | 145 | 173 | 1591 | 322 | 295 | 1980 | 313 | Volume |
| 0.05 | 0.15 | 0.00 | 0.11 | 0.27 | 0.09 | 0.05 | 0.31 | 0.19 | 0.09 | 0.39 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.27 | V/C | | 0.05 | V/C | | 0.39 | 0.753 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.27 | RTOG | | 0.35 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.13 | RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.16 | |
| RTC | | 0.30 | RTC | | 0.30 | RTC | | 0.39 | RTC | | 0.51 | |
| Addl ICU | | -0.30 | Addl ICU | | -0.22 | Addl ICU | | -0.20 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.80 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 0.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 4247 | 853 | 3400 | 5100 | 1700 | 1700 | 850 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 177 | 816 | 164 | 80 | 1505 | 420 | 332 | 163 | 228 | 487 | 336 | 120 | Volume |
| 0.05 | 0.19 | 0.19 | 0.02 | 0.30 | 0.25 | 0.20 | 0.19 | 0.09 | 0.14 | 0.20 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.30 | V/C | | 0.20 | V/C | | 0.20 | 0.740 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.32 | RTOG | | 0.30 | RTOG | | 0.25 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.20 | RTOR | | 0.20 | RTOR | | 0.05 | RTOR | | 0.16 | |
| RTC | | 0.47 | RTC | | 0.44 | RTC | | 0.29 | RTC | | 0.31 | |
| Addl ICU | | -0.28 | Addl ICU | | -0.19 | Addl ICU | | -0.20 | Addl ICU | | -0.24 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.79 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 134 | 839 | 284 | 271 | 1707 | 363 | 265 | 563 | 145 | 647 | 847 | 92 | Volume |
| 0.04 | 0.16 | 0.17 | 0.08 | 0.25 | 0.21 | 0.08 | 0.17 | 0.09 | 0.19 | 0.25 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.04 | | V/C | 0.25 | | V/C | 0.17 | | V/C | 0.19 | | 0.646 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.21 | | RTOG | 0.25 | | RTOG | 0.17 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.19 | | RTOR | 0.11 | | RTOR | 0.04 | | RTOR | 0.13 | | |
| RTC | 0.35 | | RTC | 0.33 | | RTC | 0.20 | | RTC | 0.37 | | |
| Addl ICU | -0.19 | | Addl ICU | -0.12 | | Addl ICU | -0.11 | | Addl ICU | -0.32 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 254 | 0 | 442 | 0 | 0 | 0 | 0 | 830 | 731 | 479 | 1151 | 0 | Volume |
| 0.07 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.14 | 0.34 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.07 | | V/C | 0.00 | | V/C | 0.24 | | V/C | 0.14 | | 0.460 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.07 | | RTOG | -0.07 | | RTOG | 0.24 | | RTOG | 0.39 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.05 | | RTOR | 0.07 | | RTOR | 0.07 | | |
| RTC | 0.18 | | RTC | -0.04 | | RTC | 0.30 | | RTC | 0.44 | | |
| Addl ICU | -0.05 | | Addl ICU | 0.04 | | Addl ICU | -0.30 | | Addl ICU | -0.44 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.51 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 116 | 577 | 106 | 415 | 1027 | 123 | 274 | 1457 | 385 | 465 | 1508 | 148 | Volume |
| 0.03 | 0.11 | 0.03 | 0.12 | 0.30 | 0.07 | 0.08 | 0.21 | 0.23 | 0.14 | 0.30 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.03 | | V/C | 0.30 | | V/C | 0.08 | | V/C | 0.30 | | 0.712 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.21 | | RTOG | 0.30 | | RTOG | 0.24 | | RTOG | 0.30 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.08 | | RTOR | 0.03 | | RTOR | 0.22 | | |
| RTC | 0.34 | | RTC | 0.36 | | RTC | 0.27 | | RTC | 0.46 | | |
| Addl ICU | -0.30 | | Addl ICU | -0.29 | | Addl ICU | -0.04 | | Addl ICU | -0.38 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 225 | 455 | 233 | 336 | 2427 | 75 | 90 | 348 | 669 | 518 | 900 | 352 | Volume |
| 0.07 | 0.09 | 0.14 | 0.10 | 0.48 | 0.04 | 0.03 | 0.07 | 0.00 | 0.15 | 0.18 | 0.21 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.07 | V/C | | 0.48 | V/C | | 0.07 | V/C | | 0.15 | 0.763 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.44 | RTOG | | 0.48 | RTOG | | 0.07 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.04 | RTOR | | 0.07 | RTOR | | 0.45 | |
| RTC | | 0.56 | RTC | | 0.51 | RTC | | 0.12 | RTC | | 0.53 | |
| Addl ICU | | -0.42 | Addl ICU | | -0.46 | Addl ICU | | -0.12 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.81 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 1.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 1822 | 3278 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 292 | 1092 | 734 | 345 | 3511 | 392 | 144 | 259 | 362 | 637 | 308 | 423 | Volume |
| 0.09 | 0.16 | 0.43 | 0.10 | 0.52 | 0.23 | 0.08 | 0.08 | 0.11 | 0.19 | 0.12 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.09 | | V/C | 0.52 | | V/C | 0.08 | | V/C | 0.19 | | 0.869 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.50 | | RTOG | 0.52 | | RTOG | 0.08 | | RTOG | 0.19 | | Right Turn Adjustment |
| RTOR | 0.19 | | RTOR | 0.15 | | RTOR | 0.09 | | RTOR | 0.44 | | |
| RTC | 0.64 | | RTC | 0.63 | | RTC | 0.14 | | RTC | 0.52 | | |
| Addl ICU | -0.21 | | Addl ICU | -0.39 | | Addl ICU | -0.04 | | Addl ICU | -0.35 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.92 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 1421 | 95 | 594 | 3806 | 0 | 693 | 2 | 1201 | 0 | 0 | 0 | Volume |
| 0.00 | 0.21 | 0.06 | 0.17 | 0.56 | 0.00 | 0.16 | 0.00 | 0.47 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.56 | V/C | | 0.16 | V/C | | 0.00 | 0.723 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.39 | RTOG | | 0.56 | RTOG | | 0.16 | RTOG | | -0.16 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.16 | RTOR | | 0.00 | RTOR | | 0.35 | |
| RTC | | 0.51 | RTC | | 0.68 | RTC | | 0.16 | RTC | | 0.10 | |
| Addl ICU | | -0.45 | Addl ICU | | -0.68 | Addl ICU | | 0.31 | Addl ICU | | -0.10 | |
| | | 0.00 | | | 0.00 | | | 0.31 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 1.08 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4791 | 309 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 36 | 1317 | 85 | 95 | 4270 | 161 | 54 | 4 | 50 | 73 | 9 | 79 | Volume |
| 0.02 | 0.27 | 0.27 | 0.06 | 0.84 | 0.09 | 0.03 | 0.00 | 0.03 | 0.04 | 0.01 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.84 | V/C | | 0.00 | V/C | | 0.04 | 0.904 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.80 | RTOG | | 0.84 | RTOG | | 0.00 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.02 | RTOR | | 0.58 | |
| RTC | | 0.83 | RTC | | 0.87 | RTC | | 0.02 | RTC | | 0.45 | |
| Addl ICU | | -0.56 | Addl ICU | | -0.77 | Addl ICU | | 0.01 | Addl ICU | | -0.40 | |
| | | 0.00 | | | 0.00 | | | 0.01 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.96 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 133 | 914 | 184 | 1764 | 2098 | 452 | 122 | 152 | 114 | 72 | 234 | 368 | Volume |
| 0.08 | 0.18 | 0.11 | 0.52 | 0.41 | 0.27 | 0.04 | 0.09 | 0.07 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.18 | V/C | | 0.52 | V/C | | 0.04 | V/C | | 0.14 | 0.872 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.62 | RTOG | | 0.15 | RTOG | | 0.14 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.04 | RTOR | | 0.29 | RTOR | | 0.52 | |
| RTC | | 0.24 | RTC | | 0.65 | RTC | | 0.37 | RTC | | 0.53 | |
| Addl ICU | | -0.13 | Addl ICU | | -0.38 | Addl ICU | | -0.30 | Addl ICU | | -0.53 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.92 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 254 | 0 | 220 | 0 | 1744 | 235 | 169 | 1780 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.06 | 0.00 | 0.26 | 0.14 | 0.10 | 0.35 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.15 | V/C | | 0.26 | V/C | | 0.10 | 0.505 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.15 | RTOG | | 0.15 | RTOG | | 0.26 | RTOG | | 0.36 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.01 | RTOR | | 0.15 | RTOR | | 0.15 | |
| RTC | | -0.07 | RTC | | 0.15 | RTC | | 0.37 | RTC | | 0.47 | |
| Addl ICU | | 0.07 | Addl ICU | | -0.09 | Addl ICU | | -0.23 | Addl ICU | | -0.47 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.56 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4475 | 625 | Total Saturation |
| 66 | 0 | 114 | 0 | 0 | 0 | 0 | 1838 | 140 | 0 | 1926 | 269 | Volume |
| 0.04 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.54 | 0.00 | 0.00 | 0.43 | 0.43 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.43 | 0.469 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | -0.04 | RTOG | | 0.43 | RTOG | | 0.43 | Right Turn Adjustment |
| RTOR | | -0.11 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | -0.04 | RTC | | -0.04 | RTC | | 0.46 | RTC | | 0.46 | |
| Addl ICU | | 0.11 | Addl ICU | | 0.04 | Addl ICU | | -0.46 | Addl ICU | | -0.03 | |
| | | 0.11 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.63 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 252 | 541 | 136 | 299 | 1556 | 644 | 705 | 1542 | 871 | 347 | 1307 | 276 | Volume |
| 0.07 | 0.11 | 0.00 | 0.09 | 0.31 | 0.00 | 0.14 | 0.30 | 0.51 | 0.10 | 0.26 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.31 | V/C | | 0.14 | V/C | | 0.26 | 0.774 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.29 | RTOG | | 0.31 | RTOG | | 0.29 | RTOG | | 0.26 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.14 | RTOR | | 0.07 | RTOR | | 0.27 | |
| RTC | | 0.36 | RTC | | 0.41 | RTC | | 0.35 | RTC | | 0.46 | |
| Addl ICU | | -0.36 | Addl ICU | | -0.41 | Addl ICU | | 0.16 | Addl ICU | | -0.30 | |
| | | 0.00 | | | 0.00 | | | 0.16 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.99 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 4965 | 135 | 1700 | 764 | 936 | 1700 | 1700 | 1700 | Total Saturation |
| 141 | 1166 | 107 | 106 | 2057 | 56 | 22 | 111 | 136 | 264 | 104 | 226 | Volume |
| 0.08 | 0.23 | 0.00 | 0.06 | 0.41 | 0.41 | 0.01 | 0.15 | 0.15 | 0.16 | 0.06 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.08 | | V/C | 0.41 | | V/C | 0.15 | | V/C | 0.16 | | 0.798 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.43 | | RTOG | 0.41 | | RTOG | 0.15 | | RTOG | 0.29 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.24 | | RTOR | 0.08 | | RTOR | 0.27 | | |
| RTC | 0.55 | | RTC | 0.59 | | RTC | 0.21 | | RTC | 0.49 | | |
| Addl ICU | -0.55 | | Addl ICU | -0.18 | | Addl ICU | -0.06 | | Addl ICU | -0.36 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.85 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|------|-----------------------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 4917 | 183 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 163 | 1214 | 229 | 117 | 2123 | 79 | 13 | 12 | 29 | 399 | 42 | 110 | Volume |
| 0.10 | 0.24 | 0.00 | 0.03 | 0.43 | 0.43 | 0.01 | 0.01 | 0.00 | 0.12 | 0.02 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.10 | | V/C | 0.43 | | V/C | 0.01 | | V/C | 0.12 | | 0.652 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.49 | | RTOG | 0.43 | | RTOG | 0.01 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.12 | | RTOR | 0.10 | | RTOR | 0.10 | | RTOR | 0.29 | | |
| RTC | 0.58 | | RTC | 0.51 | | RTC | 0.08 | | RTC | 0.33 | | |
| Addl ICU | -0.58 | | Addl ICU | -0.07 | | Addl ICU | -0.08 | | Addl ICU | -0.27 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | | 0.70 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2719 | 681 | Total Saturation |
| 5 | 1030 | 166 | 119 | 1264 | 1023 | 534 | 215 | 11 | 229 | 403 | 101 | Volume |
| 0.00 | 0.20 | 0.00 | 0.04 | 0.25 | 0.00 | 0.16 | 0.06 | 0.01 | 0.07 | 0.15 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.25 | V/C | | 0.16 | V/C | | 0.15 | 0.556 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.25 | RTOG | | 0.24 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.24 | RTOR | | 0.16 | RTOR | | 0.00 | RTOR | | 0.05 | |
| RTC | | 0.40 | RTC | | 0.37 | RTC | | 0.24 | RTC | | 0.18 | |
| Addl ICU | | -0.40 | Addl ICU | | -0.37 | Addl ICU | | -0.23 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.61 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|------|------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3905 | 345 | 0 | 1296 | 0 | 0 | 0 | 0 | 177 | 0 | 1323 | Volume |
| 0.00 | 0.57 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.26 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | N/A | | Direction | WBL | | Initial ICU |
| V/C | 0.57 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.10 | | 0.678 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.57 | | RTOG | 0.57 | | RTOG | -0.10 | | RTOG | 0.10 | | Right Turn Adjustment |
| RTOR | 0.10 | | RTOR | 0.10 | | RTOR | 0.32 | | RTOR | 0.00 | | |
| RTC | 0.65 | | RTC | 0.65 | | RTC | 0.14 | | RTC | 0.10 | | |
| Addl ICU | -0.65 | | Addl ICU | -0.65 | | Addl ICU | -0.14 | | Addl ICU | 0.16 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.16 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.88 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 1468 | 0 | 0 | 1103 | 418 | 2705 | 0 | 519 | 0 | 0 | 0 | Volume |
| 0.00 | 0.29 | 0.00 | 0.00 | 0.22 | 0.00 | 0.53 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.29 | V/C | | 0.00 | V/C | | 0.53 | V/C | | 0.00 | 0.818 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.29 | RTOG | | 0.29 | RTOG | | 0.53 | RTOG | | -0.53 | Right Turn Adjustment |
| RTOR | | 0.53 | RTOR | | 0.53 | RTOR | | 0.07 | RTOR | | 0.00 | |
| RTC | | 0.69 | RTC | | 0.69 | RTC | | 0.58 | RTC | | -0.53 | |
| Addl ICU | | -0.69 | Addl ICU | | -0.69 | Addl ICU | | -0.28 | Addl ICU | | 0.53 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.87 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 299 | 0 | 455 | 0 | 735 | 374 | 445 | 1334 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.18 | 0.00 | 0.13 | 0.00 | 0.22 | 0.22 | 0.13 | 0.39 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.39 | 0.568 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.18 | RTOG | | 0.18 | RTOG | | 0.26 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.00 | RTOR | | 0.18 | RTOR | | 0.18 | |
| RTC | | -0.04 | RTC | | 0.18 | RTC | | 0.39 | RTC | | 0.52 | |
| Addl ICU | | 0.04 | Addl ICU | | -0.04 | Addl ICU | | -0.17 | Addl ICU | | -0.52 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.62 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 279 | 0 | 613 | 0 | 0 | 0 | 0 | 1014 | 41 | 131 | 1499 | 0 | Volume |
| 0.08 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.08 | 0.44 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.44 | 0.523 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | -0.08 | RTOG | | 0.36 | RTOG | | 0.44 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.08 | |
| RTC | | 0.19 | RTC | | -0.08 | RTC | | 0.43 | RTC | | 0.50 | |
| Addl ICU | | -0.01 | Addl ICU | | 0.08 | Addl ICU | | -0.43 | Addl ICU | | -0.50 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.57 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 246 | 19 | 108 | 147 | 69 | 22 | 20 | 959 | 191 | 418 | 1370 | 21 | Volume |
| 0.14 | 0.01 | 0.06 | 0.09 | 0.02 | 0.01 | 0.01 | 0.28 | 0.11 | 0.25 | 0.40 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.14 | | V/C | 0.02 | | V/C | 0.28 | | V/C | 0.25 | | 0.693 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.08 | | RTOG | 0.02 | | RTOG | 0.28 | | RTOG | 0.52 | | Right Turn Adjustment |
| RTOR | 0.25 | | RTOR | 0.13 | | RTOR | 0.14 | | RTOR | 0.15 | | |
| RTC | 0.26 | | RTC | 0.11 | | RTC | 0.39 | | RTC | 0.63 | | |
| Addl ICU | -0.20 | | Addl ICU | -0.10 | | Addl ICU | -0.28 | | Addl ICU | -0.62 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.74 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 234 | 1466 | 850 | 403 | 1297 | Total Saturation |
| 71 | 106 | 2 | 79 | 500 | 196 | 26 | 8 | 50 | 1 | 28 | 90 | Volume |
| 0.08 | 0.06 | 0.00 | 0.09 | 0.29 | 0.23 | 0.03 | 0.03 | 0.03 | 0.00 | 0.07 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.29 | V/C | | 0.03 | V/C | | 0.07 | 0.478 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.28 | RTOG | | 0.29 | RTOG | | 0.10 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.03 | RTOR | | 0.08 | RTOR | | 0.32 | |
| RTC | | 0.33 | RTC | | 0.32 | RTC | | 0.16 | RTC | | 0.31 | |
| Addl ICU | | -0.33 | Addl ICU | | -0.09 | Addl ICU | | -0.13 | Addl ICU | | -0.24 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.53 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 148 | 54 | 54 | 284 | 402 | 653 | 176 | 1588 | 285 | 118 | 1591 | 76 | Volume |
| 0.04 | 0.02 | 0.03 | 0.17 | 0.12 | 0.00 | 0.05 | 0.31 | 0.17 | 0.03 | 0.31 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.12 | V/C | | 0.05 | V/C | | 0.31 | 0.525 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.12 | RTOG | | 0.33 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.04 | RTOR | | 0.15 | |
| RTC | | 0.03 | RTC | | 0.16 | RTC | | 0.36 | RTC | | 0.42 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.16 | Addl ICU | | -0.19 | Addl ICU | | -0.38 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.58 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3134 | 266 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3261 | 139 | Total Saturation |
| 164 | 59 | 5 | 30 | 349 | 919 | 553 | 460 | 607 | 25 | 587 | 25 | Volume |
| 0.05 | 0.02 | 0.02 | 0.02 | 0.10 | 0.54 | 0.16 | 0.14 | 0.36 | 0.01 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.10 | V/C | | 0.16 | V/C | | 0.18 | 0.494 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.10 | RTOG | | 0.33 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.16 | RTOR | | 0.05 | RTOR | | 0.13 | |
| RTC | | 0.29 | RTC | | 0.22 | RTC | | 0.36 | RTC | | 0.28 | |
| Addl ICU | | -0.27 | Addl ICU | | 0.32 | Addl ICU | | -0.01 | Addl ICU | | -0.10 | |
| | | 0.00 | | | 0.32 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.86 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 335 | 0 | 165 | 64 | 979 | 0 | 0 | 1149 | 152 | Volume |
| 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.10 | 0.04 | 0.29 | 0.00 | 0.00 | 0.34 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.10 | V/C | | 0.04 | V/C | | 0.34 | 0.474 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.10 | RTOG | | 0.10 | RTOG | | 0.38 | RTOG | | 0.34 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.04 | RTOR | | 0.10 | RTOR | | 0.10 | |
| RTC | | -0.03 | RTC | | 0.13 | RTC | | 0.45 | RTC | | 0.41 | |
| Addl ICU | | 0.03 | Addl ICU | | -0.03 | Addl ICU | | -0.45 | Addl ICU | | -0.32 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.52 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 55 | 0 | 0 | 0 | 0 | 2397 | 72 | 108 | 1731 | 0 | Volume |
| 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.47 | 0.04 | 0.06 | 0.34 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.47 | V/C | | 0.06 | 0.534 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.47 | RTOG | | 0.53 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.19 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.05 | RTC | | 0.15 | RTC | | 0.47 | RTC | | 0.53 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.15 | Addl ICU | | -0.43 | Addl ICU | | -0.53 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 128 | 341 | 97 | 298 | 558 | 395 | 207 | 493 | 108 | 161 | 1024 | 318 | Volume |
| 0.08 | 0.10 | 0.06 | 0.09 | 0.16 | 0.23 | 0.06 | 0.15 | 0.06 | 0.05 | 0.30 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.08 | | V/C | 0.16 | | V/C | 0.06 | | V/C | 0.30 | | 0.601 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.15 | | RTOG | 0.16 | | RTOG | 0.31 | | RTOG | 0.30 | | Right Turn Adjustment |
| RTOR | 0.22 | | RTOR | 0.06 | | RTOR | 0.08 | | RTOR | 0.14 | | |
| RTC | 0.31 | | RTC | 0.21 | | RTC | 0.37 | | RTC | 0.41 | | |
| Addl ICU | -0.26 | | Addl ICU | 0.02 | | Addl ICU | -0.31 | | Addl ICU | -0.22 | | |
| | 0.00 | | | 0.02 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 640 | 473 | 238 | 116 | 359 | 319 | 249 | 1073 | 373 | 168 | 1301 | 111 | Volume |
| 0.19 | 0.14 | 0.14 | 0.07 | 0.11 | 0.19 | 0.07 | 0.21 | 0.00 | 0.05 | 0.26 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.19 | V/C | | 0.11 | V/C | | 0.07 | V/C | | 0.26 | 0.622 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.11 | RTOG | | 0.28 | RTOG | | 0.26 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.07 | RTOR | | 0.19 | RTOR | | 0.15 | |
| RTC | | 0.31 | RTC | | 0.16 | RTC | | 0.42 | RTC | | 0.37 | |
| Addl ICU | | -0.17 | Addl ICU | | 0.03 | Addl ICU | | -0.42 | Addl ICU | | -0.31 | |
| | | 0.00 | | | 0.03 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 1700 | 6489 | 2011 | 3400 | 1700 | 3400 | 3400 | 2600 | 800 | Total Saturation |
| 1015 | 2989 | 33 | 22 | 2465 | 764 | 281 | 20 | 316 | 4 | 13 | 4 | Volume |
| 0.30 | 0.44 | 0.02 | 0.01 | 0.38 | 0.38 | 0.08 | 0.01 | 0.09 | 0.00 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.30 | V/C | | 0.38 | V/C | | 0.08 | V/C | | 0.01 | 0.766 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.67 | RTOG | | 0.38 | RTOG | | 0.09 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.08 | RTOR | | 0.30 | RTOR | | 0.24 | |
| RTC | | 0.72 | RTC | | 0.44 | RTC | | 0.31 | RTC | | 0.18 | |
| Addl ICU | | -0.70 | Addl ICU | | -0.06 | Addl ICU | | -0.22 | Addl ICU | | -0.18 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.82 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 46 | 1654 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 319 | 2 | 72 | 69 | 69 | 310 | 16 | 1076 | 99 | 42 | 1422 | 0 | Volume |
| 0.09 | 0.04 | 0.04 | 0.04 | 0.04 | 0.18 | 0.01 | 0.32 | 0.06 | 0.02 | 0.42 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.09 | V/C | | 0.04 | V/C | | 0.01 | V/C | | 0.42 | 0.562 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.04 | RTOG | | 0.40 | RTOG | | 0.42 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.01 | RTOR | | 0.09 | RTOR | | 0.09 | |
| RTC | | 0.18 | RTC | | 0.05 | RTC | | 0.47 | RTC | | 0.49 | |
| Addl ICU | | -0.13 | Addl ICU | | 0.13 | Addl ICU | | -0.42 | Addl ICU | | -0.49 | |
| | | 0.00 | | | 0.13 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.75 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 61 | 60 | 138 | 388 | 90 | 195 | 102 | 1815 | 42 | 83 | 1539 | 187 | Volume |
| 0.04 | 0.04 | 0.08 | 0.11 | 0.05 | 0.11 | 0.06 | 0.36 | 0.02 | 0.05 | 0.30 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.11 | V/C | | 0.36 | V/C | | 0.05 | 0.554 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.11 | RTOG | | 0.36 | RTOG | | 0.34 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.10 | RTOR | | 0.10 | RTOR | | 0.11 | |
| RTC | | 0.07 | RTC | | 0.19 | RTC | | 0.43 | RTC | | 0.43 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.08 | Addl ICU | | -0.40 | Addl ICU | | -0.32 | |
| | | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.61 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2490 | 910 | 1700 | 3350 | 50 | 1700 | 328 | 1372 | 1700 | 1214 | 486 | Total Saturation |
| 18 | 145 | 53 | 2 | 609 | 9 | 13 | 16 | 67 | 149 | 10 | 4 | Volume |
| 0.01 | 0.06 | 0.06 | 0.00 | 0.18 | 0.18 | 0.01 | 0.05 | 0.05 | 0.09 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.18 | V/C | | 0.05 | V/C | | 0.09 | 0.329 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.18 | RTOG | | 0.05 | RTOG | | 0.13 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.13 | RTOR | | 0.01 | RTOR | | 0.13 | |
| RTC | | 0.26 | RTC | | 0.28 | RTC | | 0.06 | RTC | | 0.23 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.10 | Addl ICU | | -0.01 | Addl ICU | | -0.22 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | Total Saturation |
| 134 | 229 | 143 | 1 | 896 | 30 | 4 | 33 | 69 | 265 | 95 | 2 | Volume |
| 0.16 | 0.13 | 0.17 | 0.00 | 0.53 | 0.04 | 0.00 | 0.02 | 0.08 | 0.31 | 0.06 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.16 | V/C | | 0.53 | V/C | | 0.02 | V/C | | 0.31 | 1.016 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.68 | RTOG | | 0.53 | RTOG | | 0.02 | RTOG | | 0.33 | Right Turn Adjustment |
| RTOR | | 0.31 | RTOR | | 0.28 | RTOR | | 0.16 | RTOR | | 0.55 | |
| RTC | | 0.92 | RTC | | 0.73 | RTC | | 0.14 | RTC | | 0.74 | |
| Addl ICU | | -0.75 | Addl ICU | | -0.70 | Addl ICU | | -0.06 | Addl ICU | | -0.74 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 1.07 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2847 | 553 | 1700 | 2578 | 822 | 1700 | 213 | 1488 | 1700 | 1496 | 204 | Total Saturation |
| 14 | 144 | 28 | 2 | 612 | 195 | 17 | 6 | 42 | 58 | 22 | 3 | Volume |
| 0.01 | 0.05 | 0.05 | 0.00 | 0.24 | 0.24 | 0.01 | 0.03 | 0.03 | 0.03 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.24 | V/C | | 0.03 | V/C | | 0.03 | 0.308 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.24 | RTOG | | 0.03 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.05 | RTOR | | 0.01 | RTOR | | 0.20 | |
| RTC | | 0.27 | RTC | | 0.27 | RTC | | 0.03 | RTC | | 0.20 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.04 | Addl ICU | | -0.01 | Addl ICU | | -0.18 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.36 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 881 | 819 | 0 | 1692 | 8 | 850 | 1693 | 7 | 850 | 1700 | 0 | Total Saturation |
| 1 | 14 | 13 | 0 | 217 | 1 | 1 | 234 | 1 | 21 | 421 | 0 | Volume |
| 0.00 | 0.02 | 0.02 | 0.00 | 0.13 | 0.13 | 0.00 | 0.14 | 0.14 | 0.02 | 0.25 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.25 | 0.378 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.13 | RTOG | | 0.22 | RTOG | | 0.25 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.11 | |
| RTC | | 0.21 | RTC | | 0.13 | RTC | | 0.23 | RTC | | 0.33 | |
| Addl ICU | | -0.20 | Addl ICU | | 0.00 | Addl ICU | | -0.09 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.43 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 50 | 0 | 51 | 0 | 0 | 0 | 0 | 1884 | 59 | 56 | 1720 | 0 | Volume |
| 0.03 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.03 | 0.03 | 0.34 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.00 | V/C | | 0.37 | V/C | | 0.03 | 0.432 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | -0.03 | RTOG | | 0.37 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.07 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.05 | RTC | | 0.02 | RTC | | 0.39 | RTC | | 0.42 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.02 | Addl ICU | | -0.36 | Addl ICU | | -0.42 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.48 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 8 | 26 | 0 | 0 | 94 | 139 | 14 | 0 | 22 | 0 | 0 | 0 | Volume |
| 0.00 | 0.02 | 0.00 | 0.00 | 0.06 | 0.08 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.01 | V/C | | 0.00 | 0.068 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.06 | RTOG | | 0.06 | RTOG | | 0.01 | RTOG | | -0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.04 | |
| RTC | | 0.07 | RTC | | 0.06 | RTC | | 0.01 | RTC | | 0.03 | |
| Addl ICU | | -0.07 | Addl ICU | | 0.02 | Addl ICU | | 0.00 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.02 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.14 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 44 | 1656 | 0 | 0 | 1656 | 44 | Total Saturation |
| 0 | 0 | 0 | 34 | 0 | 46 | 6 | 224 | 0 | 0 | 342 | 9 | Volume |
| 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.05 | 0.14 | 0.14 | 0.00 | 0.00 | 0.21 | 0.21 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.04 | V/C | | 0.14 | V/C | | 0.21 | 0.382 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.04 | RTOG | | 0.04 | RTOG | | 0.34 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.14 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.11 | RTC | | 0.14 | RTC | | 0.37 | RTC | | 0.24 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.09 | Addl ICU | | -0.37 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.43 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 3 | 12 | 270 | 0 | 0 | 312 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.16 | 0.00 | 0.00 | 0.18 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.18 | 0.191 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.19 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.02 | RTC | | 0.01 | RTC | | 0.19 | RTC | | 0.18 | |
| Addl ICU | | -0.02 | Addl ICU | | 0.00 | Addl ICU | | -0.19 | Addl ICU | | -0.18 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.24 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 57 | 8 | 68 | 166 | 36 | 139 | 42 | 2279 | 42 | 52 | 1624 | 19 | Volume |
| 0.03 | 0.00 | 0.04 | 0.10 | 0.02 | 0.08 | 0.02 | 0.45 | 0.02 | 0.03 | 0.32 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.10 | V/C | | 0.45 | V/C | | 0.03 | 0.580 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.07 | RTOG | | 0.45 | RTOG | | 0.45 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.16 | RTOR | | 0.08 | RTOR | | 0.10 | |
| RTC | | 0.03 | RTC | | 0.19 | RTC | | 0.51 | RTC | | 0.53 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.11 | Addl ICU | | -0.48 | Addl ICU | | -0.51 | |
| | | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 0 | 1700 | 1431 | 269 | 0 | 1700 | 0 | Total Saturation |
| 19 | 103 | 0 | 0 | 105 | 0 | 8 | 218 | 41 | 0 | 292 | 0 | Volume |
| 0.01 | 0.06 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.15 | 0.15 | 0.00 | 0.17 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.01 | V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.17 | 0.249 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.06 | RTOG | | 0.18 | RTOG | | 0.17 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.09 | RTC | | 0.07 | RTC | | 0.18 | RTC | | 0.18 | |
| Addl ICU | | -0.09 | Addl ICU | | -0.07 | Addl ICU | | -0.03 | Addl ICU | | -0.18 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.30 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1015 | 685 | 1700 | 1700 | 1700 | 1700 | 3252 | 148 | 1700 | 3400 | 1700 | Total Saturation |
| 100 | 37 | 25 | 127 | 57 | 528 | 151 | 858 | 39 | 12 | 999 | 32 | Volume |
| 0.06 | 0.04 | 0.04 | 0.07 | 0.03 | 0.31 | 0.09 | 0.26 | 0.26 | 0.01 | 0.29 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.07 | V/C | | 0.09 | V/C | | 0.29 | 0.494 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.05 | RTOG | | 0.38 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.09 | RTOR | | 0.08 | RTOR | | 0.07 | |
| RTC | | 0.13 | RTC | | 0.12 | RTC | | 0.43 | RTC | | 0.35 | |
| Addl ICU | | -0.09 | Addl ICU | | 0.19 | Addl ICU | | -0.17 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.19 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.74 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 1700 | 1700 | 503 | 1197 | 1700 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 0 | 11 | 199 | 165 | 21 | 50 | 23 | 2710 | 0 | 122 | 1787 | 60 | Volume |
| 0.00 | 0.01 | 0.12 | 0.10 | 0.04 | 0.04 | 0.01 | 0.53 | 0.00 | 0.04 | 0.35 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.10 | V/C | | 0.53 | V/C | | 0.04 | 0.671 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.10 | RTOG | | 0.53 | RTOG | | 0.55 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.22 | RTOR | | 0.06 | RTOR | | 0.10 | |
| RTC | | 0.03 | RTC | | 0.27 | RTC | | 0.58 | RTC | | 0.63 | |
| Addl ICU | | 0.08 | Addl ICU | | -0.22 | Addl ICU | | -0.58 | Addl ICU | | -0.59 | |
| | | 0.08 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.80 | | | | | | | | | | | | |

INTERSECTION ANALYSIS WORKSHEETS

**POST YEAR 2035 – NO PROJECT
2012 MODIFIED PROJECT OPTION 2
PM PEAK HOUR**

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Impact Analysis Report
 Level Of Service

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|--------------|-------------|--------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #282 Jeffrey Rd & Portola Pkwy | D | xxxxxx 0.817 | D | xxxxxx 0.817 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxxx 0.970 | E | xxxxxx 0.970 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | C | xxxxxx 0.793 | C | xxxxxx 0.793 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | D | xxxxxx 0.896 | D | xxxxxx 0.896 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | B | xxxxxx 0.635 | B | xxxxxx 0.635 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | D | xxxxxx 0.807 | D | xxxxxx 0.807 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | D | xxxxxx 0.883 | D | xxxxxx 0.883 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | C | 33.3 0.958 | C | 33.3 0.958 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 19.0 0.891 | B | 19.0 0.891 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxxx 1.208 | F | xxxxxx 1.208 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | A | 7.5 0.552 | A | 7.5 0.552 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 16.3 0.856 | B | 16.3 0.856 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | F | xxxxxx 1.012 | F | xxxxxx 1.012 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | C | xxxxxx 0.713 | C | xxxxxx 0.713 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx 0.575 | A | xxxxxx 0.575 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | C | xxxxxx 0.798 | C | xxxxxx 0.798 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | A | 7.4 0.592 | A | 7.4 0.592 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 23.0 0.855 | C | 23.0 0.855 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | F | xxxxxx 1.005 | F | xxxxxx 1.005 | + 0.000 V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 12.8 0.563 | B | 12.8 0.563 | + 0.000 D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | C | 20.8 0.605 | C | 20.8 0.605 | + 0.000 D/V |
| #556 Ridge Valley & Portola Pkwy | D | xxxxxx 0.898 | D | xxxxxx 0.898 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 2.8 0.263 | A | 2.8 0.263 | + 0.000 V/C |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #558 "O" St & Irvine Blvd | D xxxxx | 0.863 | D xxxxx | 0.863 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | C xxxxx | 0.715 | C xxxxx | 0.715 | + 0.000 V/C |
| #560 "O" St & Marine Wy | C xxxxx | 0.729 | C xxxxx | 0.729 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | C xxxxx | 0.705 | C xxxxx | 0.705 | + 0.000 V/C |
| #566 Marine Wy & Barranca Pkwy | B xxxxx | 0.667 | B xxxxx | 0.667 | + 0.000 V/C |
| #567 Marine Wy & Alton Pkwy | B xxxxx | 0.662 | B xxxxx | 0.662 | + 0.000 V/C |
| #569 Bake Pkwy & Marine Wy | D xxxxx | 0.827 | D xxxxx | 0.827 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | B xxxxx | 0.655 | B xxxxx | 0.655 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | D xxxxx | 0.831 | D xxxxx | 0.831 | + 0.000 V/C |
| #603 "O" St & "LN" St | A xxxxx | 0.320 | A xxxxx | 0.320 | + 0.000 V/C |
| #605 "O" St & "LQ" St | A 3.4 | 0.464 | A 3.4 | 0.464 | + 0.000 V/C |
| #608 "O" St & "LV" St | A xxxxx | 0.376 | A xxxxx | 0.376 | + 0.000 V/C |
| #626 "LY" St & "LQ" St | A 4.6 | 0.368 | A 4.6 | 0.368 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | B xxxxx | 0.619 | B xxxxx | 0.619 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A 9.5 | 0.097 | A 9.5 | 0.097 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A 4.3 | 0.344 | A 4.3 | 0.344 | + 0.000 V/C |
| #787 "Z" St & "LQ" St | A 10.0 | 0.015 | A 10.0 | 0.015 | + 0.000 D/V |
| #790 "Z" St & Irvine Blvd | C xxxxx | 0.758 | C xxxxx | 0.758 | + 0.000 V/C |
| #798 "B" St & "LQ" St | A xxxxx | 0.392 | A xxxxx | 0.392 | + 0.000 V/C |
| #799 "B" St & Marine Wy | D xxxxx | 0.819 | D xxxxx | 0.819 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | C xxxxx | 0.796 | C xxxxx | 0.796 | + 0.000 V/C |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 2

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|-----|---|--------------|----|----|------------|---|----|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 69 | 143 | 0 | 0 | 96 | 24 | 24 | 0 | 94 | 0 | 0 | 0 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.5 | | | xxxxxx | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=118]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=450]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|----|----|------------|---|-----|---|------------|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| FinalVolume: | 69 | 143 | 0 | 0 | 0 | 0 | 96 | 24 | 24 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | | | | | | | | | | | 332 | | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 118 | | | | | | | | | | |
| Minor Approach Volume Threshold: | 848 | | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|---|-----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 | 373 | 0 | 0 | 0 | 0 | 0 | 318 | 0 | 0 |
| ApproachDel: | xxxxxx | | | | 10.0 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=1]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=711]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|---|--------------|---|---|---|---|-----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | | 0 | | 0 | 0 | | 0 | | 1 | 19 | | 373 | | 0 | 0 | | 318 | | 0 |
| Major Street Volume: | | | | | 710 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 1 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 403 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.817
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 790 | 215 | 141 | 408 | 253 | 74 | 360 | 914 | 392 | 529 | 687 | 157 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 790 | 215 | 141 | 408 | 253 | 74 | 360 | 914 | 392 | 529 | 687 | 157 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 790 | 215 | 0 | 408 | 253 | 74 | 360 | 914 | 392 | 529 | 687 | 157 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 790 | 215 | 0 | 408 | 253 | 74 | 360 | 914 | 392 | 529 | 687 | 157 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 790 | 215 | 0 | 408 | 253 | 74 | 360 | 914 | 392 | 529 | 687 | 157 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.44 | 0.56 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 4151 | 949 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.23 | 0.13 | 0.00 | 0.24 | 0.15 | 0.04 | 0.21 | 0.18 | 0.23 | 0.16 | 0.17 | 0.17 |
| Crit Moves: | **** | | | **** | | | | | **** | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.970 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 162 | Level Of Service: | E |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 1 | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 451 | 999 | 405 | 310 | 628 | 225 | 126 | 1492 | 297 | 299 | 2025 | 435 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 451 | 999 | 405 | 310 | 628 | 225 | 126 | 1492 | 297 | 299 | 2025 | 435 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 451 | 999 | 0 | 310 | 628 | 225 | 126 | 1492 | 297 | 299 | 2025 | 435 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 451 | 999 | 0 | 310 | 628 | 225 | 126 | 1492 | 297 | 299 | 2025 | 435 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 451 | 999 | 0 | 310 | 628 | 225 | 126 | 1492 | 297 | 299 | 2025 | 435 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.50 | 0.50 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4253 | 847 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.20 | 0.00 | 0.09 | 0.12 | 0.13 | 0.04 | 0.35 | 0.35 | 0.09 | 0.60 | 0.26 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.793 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 51 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | |
| Rights: | Include | | | Include | | | Include | | | WideBypass | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 0 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 371 | 1446 | 422 | 81 | 862 | 289 | 269 | 246 | 247 | 227 | 224 | 107 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 371 | 1446 | 422 | 81 | 862 | 289 | 269 | 246 | 247 | 227 | 224 | 107 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 371 | 1446 | 422 | 81 | 862 | 289 | 269 | 246 | 247 | 227 | 224 | 107 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 371 | 1446 | 422 | 81 | 862 | 289 | 269 | 246 | 247 | 227 | 224 | 107 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 371 | 1446 | 422 | 81 | 862 | 289 | 269 | 246 | 247 | 227 | 224 | 107 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.32 | 0.68 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.68 | 0.32 |
| Final Sat.: | 3400 | 3948 | 1152 | 3400 | 5100 | 1700 | 1700 | 1697 | 1703 | 3400 | 1150 | 550 |

-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.11 | 0.37 | 0.37 | 0.02 | 0.17 | 0.17 | 0.16 | 0.15 | 0.14 | 0.07 | 0.19 | 0.19 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.896
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 84 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 241 | 2072 | 501 | 106 | 1100 | 166 | 395 | 664 | 169 | 264 | 660 | 279 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 241 | 2072 | 501 | 106 | 1100 | 166 | 395 | 664 | 169 | 264 | 660 | 279 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 241 | 2072 | 501 | 106 | 1100 | 166 | 395 | 664 | 169 | 264 | 660 | 279 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 241 | 2072 | 501 | 106 | 1100 | 166 | 395 | 664 | 169 | 264 | 660 | 279 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 241 | 2072 | 501 | 106 | 1100 | 166 | 395 | 664 | 169 | 264 | 660 | 279 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.42 | 0.58 | 2.00 | 4.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 4107 | 993 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.50 | 0.50 | 0.03 | 0.16 | 0.10 | 0.12 | 0.20 | 0.10 | 0.08 | 0.19 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.635 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 31 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 648 | 0 | 417 | 0 | 0 | 0 | 0 | 908 | 253 | 433 | 1031 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 648 | 0 | 417 | 0 | 0 | 0 | 0 | 908 | 253 | 433 | 1031 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 648 | 0 | 417 | 0 | 0 | 0 | 0 | 908 | 0 | 433 | 1031 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 648 | 0 | 417 | 0 | 0 | 0 | 0 | 908 | 0 | 433 | 1031 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 648 | 0 | 417 | 0 | 0 | 0 | 0 | 908 | 0 | 433 | 1031 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.19 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.00 | 0.13 | 0.30 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 53 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 540 | 847 | 452 | 121 | 574 | 249 | 194 | 1196 | 187 | 403 | 1897 | 471 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 540 | 847 | 452 | 121 | 574 | 249 | 194 | 1196 | 187 | 403 | 1897 | 471 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 540 | 847 | 452 | 121 | 574 | 249 | 194 | 1196 | 187 | 403 | 1897 | 471 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 540 | 847 | 452 | 121 | 574 | 249 | 194 | 1196 | 187 | 403 | 1897 | 471 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 540 | 847 | 452 | 121 | 574 | 249 | 194 | 1196 | 187 | 403 | 1897 | 471 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.16 | 0.17 | 0.13 | 0.04 | 0.17 | 0.15 | 0.06 | 0.18 | 0.11 | 0.12 | 0.37 | 0.28 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.883
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 78 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 724 | 2122 | 512 | 416 | 808 | 152 | 173 | 591 | 236 | 413 | 476 | 415 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 724 | 2122 | 512 | 416 | 808 | 152 | 173 | 591 | 236 | 413 | 476 | 415 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 724 | 2122 | 0 | 416 | 808 | 152 | 173 | 591 | 0 | 413 | 476 | 415 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 724 | 2122 | 0 | 416 | 808 | 152 | 173 | 591 | 0 | 413 | 476 | 415 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 724 | 2122 | 0 | 416 | 808 | 152 | 173 | 591 | 0 | 413 | 476 | 415 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.21 | 0.42 | 0.00 | 0.12 | 0.16 | 0.09 | 0.05 | 0.12 | 0.00 | 0.12 | 0.14 | 0.24 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 0 Average Delay (sec/veh): 33.3
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.891
Loss Time (sec): 0 Average Delay (sec/veh): 19.0
Optimal Cycle: 180 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected), Rights (Include), Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.208
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 217 | 1910 | 150 | 681 | 1184 | 218 | 363 | 269 | 89 | 189 | 83 | 1621 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 217 | 1910 | 150 | 681 | 1184 | 218 | 363 | 269 | 89 | 189 | 83 | 1621 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 217 | 1910 | 150 | 681 | 1184 | 218 | 363 | 269 | 89 | 189 | 83 | 1621 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 217 | 1910 | 150 | 681 | 1184 | 218 | 363 | 269 | 89 | 189 | 83 | 1621 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 217 | 1910 | 150 | 681 | 1184 | 218 | 363 | 269 | 89 | 189 | 83 | 1621 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.53 | 0.47 | 2.00 | 0.75 | 0.25 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4307 | 793 | 3400 | 1277 | 423 | 3400 | 1700 | 3400 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.37 | 0.09 | 0.20 | 0.27 | 0.27 | 0.11 | 0.21 | 0.21 | 0.06 | 0.05 | 0.48 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 0 Average Delay (sec/veh): 7.5
Optimal Cycle: 51 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.856
Loss Time (sec): 0 Average Delay (sec/veh): 16.3
Optimal Cycle: 158 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.012
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 1 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 801 | 1351 | 239 | 250 | 765 | 870 | 685 | 1084 | 368 | 185 | 1912 | 366 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 801 | 1351 | 239 | 250 | 765 | 870 | 685 | 1084 | 368 | 185 | 1912 | 366 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 801 | 1351 | 0 | 250 | 765 | 0 | 685 | 1084 | 368 | 185 | 1912 | 366 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 801 | 1351 | 0 | 250 | 765 | 0 | 685 | 1084 | 368 | 185 | 1912 | 366 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 801 | 1351 | 0 | 250 | 765 | 0 | 685 | 1084 | 368 | 185 | 1912 | 366 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.24 | 0.26 | 0.00 | 0.07 | 0.15 | 0.00 | 0.20 | 0.21 | 0.22 | 0.05 | 0.37 | 0.22 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.713 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 39 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 114 | 2073 | 288 | 57 | 1093 | 69 | 45 | 75 | 165 | 139 | 97 | 150 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 114 | 2073 | 288 | 57 | 1093 | 69 | 45 | 75 | 165 | 139 | 97 | 150 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 114 | 2073 | 0 | 57 | 1093 | 69 | 45 | 75 | 165 | 139 | 97 | 150 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 114 | 2073 | 0 | 57 | 1093 | 69 | 45 | 75 | 165 | 139 | 97 | 150 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 114 | 2073 | 0 | 57 | 1093 | 69 | 45 | 75 | 165 | 139 | 97 | 150 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.82 | 0.18 | 1.00 | 0.31 | 0.69 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 4797 | 303 | 1700 | 531 | 1169 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.41 | 0.00 | 0.03 | 0.23 | 0.23 | 0.03 | 0.14 | 0.14 | 0.08 | 0.06 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.575 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 27 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 20 | 2017 | 338 | 80 | 1705 | 9 | 45 | 23 | 138 | 317 | 14 | 136 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 2017 | 338 | 80 | 1705 | 9 | 45 | 23 | 138 | 317 | 14 | 136 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 2017 | 0 | 80 | 1705 | 9 | 45 | 23 | 0 | 317 | 14 | 136 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 2017 | 0 | 80 | 1705 | 9 | 45 | 23 | 0 | 317 | 14 | 136 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 20 | 2017 | 0 | 80 | 1705 | 9 | 45 | 23 | 0 | 317 | 14 | 136 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.98 | 0.02 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5073 | 27 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.40 | 0.00 | 0.02 | 0.34 | 0.34 | 0.03 | 0.01 | 0.00 | 0.09 | 0.01 | 0.08 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.798 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 52 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 1 | 1 |
| | 0 | | 1 | | | 1 | 2 | 0 | 1 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 20 | 1118 | 404 | 158 | 1181 | 699 | 1038 | 515 | 6 | 210 | 429 | 172 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 1118 | 404 | 158 | 1181 | 699 | 1038 | 515 | 6 | 210 | 429 | 172 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 1118 | 0 | 158 | 1181 | 0 | 1038 | 515 | 6 | 210 | 429 | 172 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 1118 | 0 | 158 | 1181 | 0 | 1038 | 515 | 6 | 210 | 429 | 172 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 20 | 1118 | 0 | 158 | 1181 | 0 | 1038 | 515 | 6 | 210 | 429 | 172 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.98 | 0.02 | 2.00 | 1.43 | 0.57 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3361 | 39 | 3400 | 2427 | 973 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.22 | 0.00 | 0.05 | 0.23 | 0.00 | 0.31 | 0.15 | 0.15 | 0.06 | 0.18 | 0.18 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
 Loss Time (sec): 0 Average Delay (sec/veh): 7.4
 Optimal Cycle: 56 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 3265 | 1077 | 0 | 2189 | 0 | 0 | 0 | 0 | 147 | 0 | 510 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 3265 | 1077 | 0 | 2189 | 0 | 0 | 0 | 0 | 147 | 0 | 510 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 3265 | 0 | 0 | 2189 | 0 | 0 | 0 | 0 | 147 | 0 | 510 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3265 | 0 | 0 | 2189 | 0 | 0 | 0 | 0 | 147 | 0 | 510 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 3265 | 0 | 0 | 2189 | 0 | 0 | 0 | 0 | 147 | 0 | 510 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.75 |
| Lanes: | 0.00 | 4.00 | 1.00 | 0.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 3.00 |
| Final Sat.: | 0 | 6916 | 1900 | 0 | 5187 | 0 | 0 | 0 | 0 | 1805 | 0 | 4264 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.47 | 0.00 | 0.00 | 0.42 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.12 |
| Crit Moves: | **** | | | **** | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.80 | 0.00 | 0.00 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.20 |
| Volume/Cap: | 0.00 | 0.59 | 0.00 | 0.00 | 0.53 | 0.00 | 0.00 | 0.00 | 0.00 | 0.40 | 0.00 | 0.59 |
| Delay/Veh: | 0.0 | 4.0 | 0.0 | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 35.4 | 0.0 | 37.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 4.0 | 0.0 | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 35.4 | 0.0 | 37.3 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | D | A | D |
| HCM2kAvgQ: | 0 | 11 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 4 | 0 | 6 |

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.855
Loss Time (sec): 0 Average Delay (sec/veh): 23.0
Optimal Cycle: 157 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 1.005 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 180 | Level Of Service: | F |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 62 | 3779 | 92 | 106 | 1936 | 72 | 125 | 8 | 72 | 52 | 5 | 103 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 62 | 3779 | 92 | 106 | 1936 | 72 | 125 | 8 | 72 | 52 | 5 | 103 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 62 | 3779 | 92 | 106 | 1936 | 72 | 125 | 8 | 72 | 52 | 5 | 103 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 62 | 3779 | 92 | 106 | 1936 | 72 | 125 | 8 | 72 | 52 | 5 | 103 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 62 | 3779 | 92 | 106 | 1936 | 72 | 125 | 8 | 72 | 52 | 5 | 103 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.93 | 0.07 | 1.00 | 3.00 | 1.00 | 1.00 | 0.10 | 0.90 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 4979 | 121 | 1700 | 5100 | 1700 | 1700 | 170 | 1530 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.76 | 0.76 | 0.06 | 0.38 | 0.04 | 0.07 | 0.05 | 0.05 | 0.03 | 0.00 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
 Loss Time (sec): 0 Average Delay (sec/veh): 12.8
 Optimal Cycle: 52 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 169 | 0 | 143 | 0 | 1285 | 324 | 398 | 1343 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 169 | 0 | 143 | 0 | 1285 | 324 | 398 | 1343 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 169 | 0 | 143 | 0 | 1285 | 324 | 398 | 1343 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 169 | 0 | 143 | 0 | 1285 | 324 | 398 | 1343 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 169 | 0 | 143 | 0 | 1285 | 324 | 398 | 1343 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.75 | 1.00 | 0.95 | 0.85 | 0.92 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 2.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1805 | 0 | 2842 | 0 | 3610 | 1615 | 3502 | 3610 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.05 | 0.00 | 0.36 | 0.20 | 0.11 | 0.37 | 0.00 |
| Crit Moves: | | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.17 | 0.00 | 0.63 | 0.63 | 0.20 | 0.83 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.56 | 0.00 | 0.30 | 0.00 | 0.56 | 0.32 | 0.56 | 0.45 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 40.8 | 0.0 | 37.0 | 0.0 | 10.8 | 8.7 | 37.0 | 2.3 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 40.8 | 0.0 | 37.0 | 0.0 | 10.8 | 8.7 | 37.0 | 2.3 | 0.0 |
| LOS by Move: | A | A | A | D | A | D | A | B | A | D | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 6 | 0 | 2 | 0 | 12 | 5 | 6 | 6 | 0 |

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 0 Average Delay (sec/veh): 20.8
Optimal Cycle: 58 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.898 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 85 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | WideBypass | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 212 | 87 | 430 | 28 | 61 | 17 | 6 | 1264 | 190 | 169 | 1093 | 99 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 212 | 87 | 430 | 28 | 61 | 17 | 6 | 1264 | 190 | 169 | 1093 | 99 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 212 | 87 | 430 | 28 | 61 | 17 | 6 | 1264 | 190 | 169 | 1093 | 99 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 212 | 87 | 430 | 28 | 61 | 17 | 6 | 1264 | 190 | 169 | 1093 | 99 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 212 | 87 | 430 | 28 | 61 | 17 | 6 | 1264 | 190 | 169 | 1093 | 99 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.17 | 0.83 | 1.00 | 1.56 | 0.44 | 1.00 | 1.74 | 0.26 | 1.00 | 1.83 | 0.17 |
| Final Sat.: | 1700 | 286 | 1414 | 1700 | 2659 | 741 | 1700 | 2956 | 444 | 1700 | 3118 | 282 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.12 | 0.30 | 0.30 | 0.02 | 0.02 | 0.02 | 0.00 | 0.43 | 0.43 | 0.10 | 0.35 | 0.35 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 36 | 371 | 1 | 81 | 225 | 95 | 117 | 30 | 125 | 4 | 22 | 101 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 36 | 371 | 1 | 81 | 225 | 95 | 117 | 30 | 125 | 4 | 22 | 101 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 36 | 371 | 1 | 81 | 225 | 95 | 117 | 30 | 125 | 4 | 22 | 101 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 36 | 371 | 1 | 81 | 225 | 95 | 117 | 30 | 125 | 4 | 22 | 101 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 36 | 371 | 1 | 81 | 225 | 95 | 117 | 30 | 125 | 4 | 22 | 101 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|---|----|-----|----|-----|----|-----|---|----|-----|
| AutoPCE: | 36 | 371 | 1 | 81 | 225 | 95 | 117 | 30 | 125 | 4 | 22 | 101 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 36 | 371 | 1 | 81 | 225 | 95 | 117 | 30 | 125 | 4 | 22 | 101 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 228 | 62 | 310 | 524 |
| MaxVolume: | 2260 | 2379 | 1033 | 917 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2260 | 2379 | 1033 | 917 |
| ApproachVol: | 408 | 401 | 272 | 127 |
| ApproachV/C: | 0.18 | 0.17 | 0.26 | 0.14 |
| ApproachDel: | 1.9 | 1.8 | 4.7 | 4.6 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.7 | 0.6 | 1.1 | 0.5 |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.863 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 69 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 3 | 2 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 245 | 293 | 85 | 118 | 140 | 354 | 589 | 1419 | 184 | 104 | 2341 | 310 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 245 | 293 | 85 | 118 | 140 | 354 | 589 | 1419 | 184 | 104 | 2341 | 310 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 245 | 293 | 85 | 118 | 140 | 0 | 589 | 1419 | 184 | 104 | 2341 | 310 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 245 | 293 | 85 | 118 | 140 | 0 | 589 | 1419 | 184 | 104 | 2341 | 310 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 245 | 293 | 85 | 118 | 140 | 0 | 589 | 1419 | 184 | 104 | 2341 | 310 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.55 | 0.45 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 2635 | 765 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.11 | 0.11 | 0.07 | 0.04 | 0.00 | 0.17 | 0.28 | 0.11 | 0.03 | 0.46 | 0.18 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.715 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 39 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 461 | 390 | 36 | 47 | 276 | 619 | 747 | 607 | 389 | 25 | 514 | 48 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 461 | 390 | 36 | 47 | 276 | 619 | 747 | 607 | 389 | 25 | 514 | 48 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 461 | 390 | 36 | 47 | 276 | 619 | 747 | 607 | 389 | 25 | 514 | 48 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 461 | 390 | 36 | 47 | 276 | 619 | 747 | 607 | 389 | 25 | 514 | 48 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 461 | 390 | 36 | 47 | 276 | 619 | 747 | 607 | 389 | 25 | 514 | 48 |
| OvlAdjVol: | | | | | | 246 | | | 159 | | | |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.83 | 0.17 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.83 | 0.17 |
| Final Sat.: | 3400 | 3113 | 287 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3110 | 290 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.14 | 0.13 | 0.13 | 0.03 | 0.08 | 0.36 | 0.22 | 0.18 | 0.23 | 0.01 | 0.17 | 0.17 |
| OvlAdjV/S: | | | | | | 0.14 | | | 0.09 | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.729 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 40 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | |
| Rights: | Include | | | Include | | | Include | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 409 | 0 | 313 | 313 | 980 | 0 | 0 | 1055 | 441 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 409 | 0 | 313 | 313 | 980 | 0 | 0 | 1055 | 441 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 409 | 0 | 313 | 313 | 980 | 0 | 0 | 1055 | 441 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 409 | 0 | 313 | 313 | 980 | 0 | 0 | 1055 | 441 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 409 | 0 | 313 | 313 | 980 | 0 | 0 | 1055 | 441 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.18 | 0.18 | 0.29 | 0.00 | 0.00 | 0.31 | 0.26 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.705 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 38 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 123 | 0 | 81 | 0 | 0 | 0 | 0 | 2621 | 210 | 117 | 1777 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 123 | 0 | 81 | 0 | 0 | 0 | 0 | 2621 | 210 | 117 | 1777 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 123 | 0 | 81 | 0 | 0 | 0 | 0 | 2621 | 210 | 117 | 1777 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 123 | 0 | 81 | 0 | 0 | 0 | 0 | 2621 | 210 | 117 | 1777 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 123 | 0 | 81 | 0 | 0 | 0 | 0 | 2621 | 210 | 117 | 1777 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.51 | 0.12 | 0.07 | 0.35 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 109 | 510 | 123 | 316 | 401 | 284 | 486 | 1046 | 147 | 120 | 755 | 393 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 109 | 510 | 123 | 316 | 401 | 284 | 486 | 1046 | 147 | 120 | 755 | 393 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 109 | 510 | 123 | 316 | 401 | 284 | 486 | 1046 | 147 | 120 | 755 | 393 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 109 | 510 | 123 | 316 | 401 | 284 | 486 | 1046 | 147 | 120 | 755 | 393 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 109 | 510 | 123 | 316 | 401 | 284 | 486 | 1046 | 147 | 120 | 755 | 393 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.15 | 0.07 | 0.09 | 0.12 | 0.17 | 0.14 | 0.31 | 0.09 | 0.04 | 0.22 | 0.23 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 518 | 449 | 224 | 119 | 501 | 273 | 279 | 1179 | 558 | 231 | 1091 | 110 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 518 | 449 | 224 | 119 | 501 | 273 | 279 | 1179 | 558 | 231 | 1091 | 110 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 518 | 449 | 224 | 119 | 501 | 273 | 279 | 1179 | 0 | 231 | 1091 | 110 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 518 | 449 | 224 | 119 | 501 | 273 | 279 | 1179 | 0 | 231 | 1091 | 110 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 518 | 449 | 224 | 119 | 501 | 273 | 279 | 1179 | 0 | 231 | 1091 | 110 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.15 | 0.13 | 0.13 | 0.07 | 0.15 | 0.16 | 0.08 | 0.23 | 0.00 | 0.07 | 0.21 | 0.06 |
| Crit Moves: | **** | | | | | **** | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.827 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 58 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 578 | 2812 | 0 | 0 | 2629 | 404 | 617 | 43 | 828 | 22 | 28 | 16 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 578 | 2812 | 0 | 0 | 2629 | 404 | 617 | 43 | 828 | 22 | 28 | 16 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 578 | 2812 | 0 | 0 | 2629 | 404 | 617 | 43 | 828 | 22 | 28 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 578 | 2812 | 0 | 0 | 2629 | 404 | 617 | 43 | 828 | 22 | 28 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 578 | 2812 | 0 | 0 | 2629 | 404 | 617 | 43 | 828 | 22 | 28 | 16 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 4.00 | 1.00 | 1.00 | 4.33 | 0.67 | 2.00 | 1.00 | 2.00 | 2.00 | 1.27 | 0.73 |
| Final Sat.: | 3400 | 6800 | 1700 | 1700 | 7368 | 1132 | 3400 | 1700 | 3400 | 3400 | 2164 | 1236 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.17 | 0.41 | 0.00 | 0.00 | 0.36 | 0.36 | 0.18 | 0.03 | 0.24 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.655 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 33 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 304 | 27 | 98 | 36 | 55 | 114 | 31 | 1408 | 247 | 59 | 1093 | 15 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 304 | 27 | 98 | 36 | 55 | 114 | 31 | 1408 | 247 | 59 | 1093 | 15 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 304 | 27 | 98 | 36 | 55 | 114 | 31 | 1408 | 247 | 59 | 1093 | 15 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 304 | 27 | 98 | 36 | 55 | 114 | 31 | 1408 | 247 | 59 | 1093 | 15 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 304 | 27 | 98 | 36 | 55 | 114 | 31 | 1408 | 247 | 59 | 1093 | 15 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.22 | 0.78 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.97 | 0.03 |
| Final Sat.: | 3400 | 367 | 1333 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3354 | 46 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.07 | 0.07 | 0.02 | 0.03 | 0.07 | 0.02 | 0.41 | 0.15 | 0.03 | 0.33 | 0.33 |
| Crit Moves: | **** | | | | | **** | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.831
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 59 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 75 | 94 | 112 | 258 | 103 | 173 | 143 | 1477 | 71 | 149 | 2502 | 375 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 75 | 94 | 112 | 258 | 103 | 173 | 143 | 1477 | 71 | 149 | 2502 | 375 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 75 | 94 | 112 | 258 | 103 | 173 | 143 | 1477 | 71 | 149 | 2502 | 375 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 75 | 94 | 112 | 258 | 103 | 173 | 143 | 1477 | 71 | 149 | 2502 | 375 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 75 | 94 | 112 | 258 | 103 | 173 | 143 | 1477 | 71 | 149 | 2502 | 375 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.37 | 0.63 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 634 | 1066 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.06 | 0.07 | 0.08 | 0.16 | 0.16 | 0.08 | 0.29 | 0.04 | 0.09 | 0.49 | 0.22 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.320 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 18 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 57 | 435 | 186 | 3 | 337 | 14 | 5 | 14 | 37 | 94 | 15 | 3 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 57 | 435 | 186 | 3 | 337 | 14 | 5 | 14 | 37 | 94 | 15 | 3 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 57 | 435 | 186 | 3 | 337 | 14 | 5 | 14 | 37 | 94 | 15 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 57 | 435 | 186 | 3 | 337 | 14 | 5 | 14 | 37 | 94 | 15 | 3 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 57 | 435 | 186 | 3 | 337 | 14 | 5 | 14 | 37 | 94 | 15 | 3 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.40 | 0.60 | 1.00 | 1.92 | 0.08 | 1.00 | 0.27 | 0.73 | 1.00 | 0.83 | 0.17 |
| Final Sat.: | 1700 | 2382 | 1018 | 1700 | 3264 | 136 | 1700 | 467 | 1233 | 1700 | 1417 | 283 |

-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.18 | 0.18 | 0.00 | 0.10 | 0.10 | 0.00 | 0.03 | 0.03 | 0.06 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.4 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 125 | 723 | 241 | 1 | 492 | 15 | 18 | 86 | 99 | 155 | 51 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 125 | 723 | 241 | 1 | 492 | 15 | 18 | 86 | 99 | 155 | 51 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 125 | 723 | 241 | 1 | 492 | 15 | 18 | 86 | 99 | 155 | 51 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 125 | 723 | 241 | 1 | 492 | 15 | 18 | 86 | 99 | 155 | 51 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 125 | 723 | 241 | 1 | 492 | 15 | 18 | 86 | 99 | 155 | 51 | 2 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|---|-----|----|----|----|----|-----|----|---|
| AutoPCE: | 125 | 723 | 241 | 1 | 492 | 15 | 18 | 86 | 99 | 155 | 51 | 2 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 125 | 723 | 241 | 1 | 492 | 15 | 18 | 86 | 99 | 155 | 51 | 2 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 105 | 331 | 648 | 866 |
| MaxVolume: | 2348 | 2186 | 850 | 732 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2348 | 2186 | 850 | 732 |
| ApproachVol: | 1089 | 508 | 203 | 208 |
| ApproachV/C: | 0.46 | 0.23 | 0.24 | 0.28 |
| ApproachDel: | 2.9 | 2.1 | 5.6 | 6.9 |
| ApproachLOS: | A | A | A | A |
| Queue: | 2.6 | 0.9 | 0.9 | 1.2 |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.376 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 19 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 29 | 599 | 85 | 15 | 511 | 78 | 112 | 24 | 74 | 99 | 10 | 15 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 29 | 599 | 85 | 15 | 511 | 78 | 112 | 24 | 74 | 99 | 10 | 15 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 29 | 599 | 85 | 15 | 511 | 78 | 112 | 24 | 74 | 99 | 10 | 15 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 599 | 85 | 15 | 511 | 78 | 112 | 24 | 74 | 99 | 10 | 15 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 29 | 599 | 85 | 15 | 511 | 78 | 112 | 24 | 74 | 99 | 10 | 15 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.75 | 0.25 | 1.00 | 1.74 | 0.26 | 1.00 | 0.24 | 0.76 | 1.00 | 0.40 | 0.60 |
| Final Sat.: | 1700 | 2977 | 423 | 1700 | 2950 | 450 | 1700 | 416 | 1284 | 1700 | 680 | 1020 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.20 | 0.20 | 0.01 | 0.17 | 0.17 | 0.07 | 0.06 | 0.06 | 0.06 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.6 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 131 | 31 | 0 | 79 | 1 | 2 | 414 | 3 | 33 | 295 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 131 | 31 | 0 | 79 | 1 | 2 | 414 | 3 | 33 | 295 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 131 | 31 | 0 | 79 | 1 | 2 | 414 | 3 | 33 | 295 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 131 | 31 | 0 | 79 | 1 | 2 | 414 | 3 | 33 | 295 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 131 | 31 | 0 | 79 | 1 | 2 | 414 | 3 | 33 | 295 | 0 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|----|---|----|---|---|-----|---|----|-----|---|
| AutoPCE: | 1 | 131 | 31 | 0 | 79 | 1 | 2 | 414 | 3 | 33 | 295 | 0 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 131 | 31 | 0 | 79 | 1 | 2 | 414 | 3 | 33 | 295 | 0 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 416 | 329 | 112 | 134 |
| MaxVolume: | 975 | 1022 | 1140 | 1128 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 975 | 1022 | 1140 | 1128 |
| ApproachVol: | 163 | 80 | 419 | 328 |
| ApproachV/C: | 0.17 | 0.08 | 0.37 | 0.29 |
| ApproachDel: | 4.4 | 3.8 | 5.0 | 4.5 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.6 | 0.3 | 1.7 | 1.2 |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.619 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 30 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | |
| Rights: | Include | | | Include | | | Include | | | Include | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 81 | 0 | 79 | 0 | 0 | 0 | 0 | 1570 | 53 | 85 | 2661 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 81 | 0 | 79 | 0 | 0 | 0 | 0 | 1570 | 53 | 85 | 2661 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 81 | 0 | 79 | 0 | 0 | 0 | 0 | 1570 | 53 | 85 | 2661 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 81 | 0 | 79 | 0 | 0 | 0 | 0 | 1570 | 53 | 85 | 2661 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 81 | 0 | 79 | 0 | 0 | 0 | 0 | 1570 | 53 | 85 | 2661 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 | 0.03 | 0.05 | 0.52 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: A[9.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustment factors for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time for each approach.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, move capacity, and volume/capacity ratio.

Level of Service Module: Table with 12 columns showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.3 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 19 | 0 | 37 | 9 | 400 | 0 | 0 | 277 | 34 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 19 | 0 | 37 | 9 | 400 | 0 | 0 | 277 | 34 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 19 | 0 | 37 | 9 | 400 | 0 | 0 | 277 | 34 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 19 | 0 | 37 | 9 | 400 | 0 | 0 | 277 | 34 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 19 | 0 | 37 | 9 | 400 | 0 | 0 | 277 | 34 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|----|---|----|---|-----|---|---|-----|----|
| AutoPCE: | 0 | 0 | 0 | 19 | 0 | 37 | 9 | 400 | 0 | 0 | 277 | 34 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 19 | 0 | 37 | 9 | 400 | 0 | 0 | 277 | 34 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 428 | 277 | 19 | 9 |
| MaxVolume: | xxxxxx | 1050 | 1190 | 1195 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1050 | 1190 | 1195 |
| ApproachVol: | xxxxxx | 56 | 409 | 311 |
| ApproachV/C: | 1.00 | 0.05 | 0.34 | 0.26 |
| ApproachDel: | xxxxxx | 3.6 | 4.6 | 4.1 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.2 | 1.5 | 1.0 |

IUSD High School #5 TIA
Post Year 2035 No Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[10.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different volume components and 4 rows for North, South, East, and West bounds.

Critical Gap Module table with 12 columns and 2 rows for Critical Gap and FollowUpTime.

Capacity Module table with 12 columns and 4 rows for Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 8 rows for various service metrics like 2Way95thQ, Control Del, LOS by Move, etc.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 54 | 15 | 38 | 55 | 18 | 85 | 79 | 1718 | 68 | 84 | 2955 | 95 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 54 | 15 | 38 | 55 | 18 | 85 | 79 | 1718 | 68 | 84 | 2955 | 95 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 54 | 15 | 38 | 55 | 18 | 85 | 79 | 1718 | 68 | 84 | 2955 | 95 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 54 | 15 | 38 | 55 | 18 | 85 | 79 | 1718 | 68 | 84 | 2955 | 95 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 54 | 15 | 38 | 55 | 18 | 85 | 79 | 1718 | 68 | 84 | 2955 | 95 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.01 | 0.02 | 0.03 | 0.01 | 0.05 | 0.05 | 0.34 | 0.04 | 0.05 | 0.58 | 0.06 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.392 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 20 | Level Of Service: | A |

| | | | | | | | | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Street Name: | "B" St | | | | | | "LQ" St | | | | | |
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

| | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 40 | 131 | 0 | 0 | 157 | 14 | 0 | 344 | 26 | 0 | 263 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 40 | 131 | 0 | 0 | 157 | 14 | 0 | 344 | 26 | 0 | 263 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 40 | 131 | 0 | 0 | 157 | 14 | 0 | 344 | 26 | 0 | 263 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 40 | 131 | 0 | 0 | 157 | 14 | 0 | 344 | 26 | 0 | 263 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 40 | 131 | 0 | 0 | 157 | 14 | 0 | 344 | 26 | 0 | 263 | 0 |

| | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 0.00 | 1.00 | 0.92 | 0.08 | 1.00 | 0.93 | 0.07 | 1.00 | 1.00 | 0.00 |
| Final Sat.: | 1700 | 1700 | 0 | 1700 | 1561 | 139 | 1700 | 1581 | 119 | 1700 | 1700 | 0 |

| | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.08 | 0.00 | 0.00 | 0.10 | 0.10 | 0.00 | 0.22 | 0.22 | 0.00 | 0.15 | 0.00 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 59 | 56 | 14 | 64 | 50 | 278 | 441 | 968 | 82 | 20 | 1058 | 106 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 59 | 56 | 14 | 64 | 50 | 278 | 441 | 968 | 82 | 20 | 1058 | 106 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 59 | 56 | 14 | 64 | 50 | 278 | 441 | 968 | 82 | 20 | 1058 | 106 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 59 | 56 | 14 | 64 | 50 | 278 | 441 | 968 | 82 | 20 | 1058 | 106 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 59 | 56 | 14 | 64 | 50 | 278 | 441 | 968 | 82 | 20 | 1058 | 106 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.80 | 0.20 | 1.00 | 1.00 | 1.00 | 1.00 | 1.84 | 0.16 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 1360 | 340 | 1700 | 1700 | 1700 | 1700 | 3134 | 266 | 1700 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.04 | 0.04 | 0.04 | 0.03 | 0.16 | 0.26 | 0.31 | 0.31 | 0.01 | 0.31 | 0.06 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 No Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.796 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 51 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 36 | 44 | 144 | 69 | 20 | 41 | 70 | 1748 | 0 | 184 | 2957 | 182 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 36 | 44 | 144 | 69 | 20 | 41 | 70 | 1748 | 0 | 184 | 2957 | 182 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 36 | 44 | 144 | 69 | 20 | 41 | 70 | 1748 | 0 | 184 | 2957 | 182 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 36 | 44 | 144 | 69 | 20 | 41 | 70 | 1748 | 0 | 184 | 2957 | 182 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 36 | 44 | 144 | 69 | 20 | 41 | 70 | 1748 | 0 | 184 | 2957 | 182 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.67 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 557 | 1143 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.03 | 0.08 | 0.04 | 0.04 | 0.04 | 0.04 | 0.34 | 0.00 | 0.05 | 0.58 | 0.11 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 208 | 0 | 0 | 326 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.12 | 0.00 | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.19 | V/C | | 0.00 | V/C | | 0.00 | 0.192 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.19 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.07 | |
| RTC | | 0.19 | RTC | | 0.19 | RTC | | 0.00 | RTC | | 0.05 | |
| Addl ICU | | -0.19 | Addl ICU | | -0.19 | Addl ICU | | 0.00 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.24 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 118 | 0 | 0 | 350 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.07 | 0.00 | 0.00 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.21 | V/C | | 0.00 | V/C | | 0.00 | 0.206 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.21 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.14 | |
| RTC | | 0.21 | RTC | | 0.21 | RTC | | 0.00 | RTC | | 0.10 | |
| Addl ICU | | -0.21 | Addl ICU | | -0.21 | Addl ICU | | 0.00 | Addl ICU | | -0.10 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.26 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 334 | 0 | 0 | 259 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 0.15 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.20 | V/C | | 0.00 | 0.196 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.20 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.03 | RTC | | 0.20 | RTC | | 0.20 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.03 | Addl ICU | | -0.20 | Addl ICU | | -0.20 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.25 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 347 | 0 | 0 | 264 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 0.16 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.20 | V/C | | 0.00 | 0.204 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.20 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.04 | RTC | | 0.20 | RTC | | 0.20 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.04 | Addl ICU | | -0.20 | Addl ICU | | -0.20 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.25 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 337 | 0 | 0 | 267 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.20 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.20 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.198 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.20 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.00 | |
| RTC | | 0.20 | RTC | | 0.20 | RTC | | 0.03 | RTC | | 0.00 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.20 | Addl ICU | | -0.03 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.25 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 280 | 0 | 0 | 277 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.16 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.16 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.165 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.16 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.16 | RTC | | 0.16 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | -0.16 | Addl ICU | | -0.16 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.21 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 225 | 0 | 0 | 245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.13 | 0.00 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.14 | V/C | | 0.00 | V/C | | 0.00 | 0.144 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.14 | RTOG | | 0.14 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | |
| RTC | | 0.14 | RTC | | 0.14 | RTC | | 0.00 | RTC | | 0.01 | |
| Addl ICU | | -0.14 | Addl ICU | | -0.14 | Addl ICU | | 0.00 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.19 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 2 | 3 | 0 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 3400 | 3946 | 1154 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 790 | 215 | 141 | 408 | 253 | 74 | 360 | 914 | 392 | 529 | 687 | 157 | Volume |
| 0.23 | 0.06 | 0.08 | 0.12 | 0.06 | 0.06 | 0.11 | 0.18 | 0.23 | 0.16 | 0.13 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.23 | | V/C | 0.06 | | V/C | 0.18 | | V/C | 0.16 | | 0.631 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.18 | | RTOG | 0.06 | | RTOG | 0.18 | | RTOG | 0.23 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.20 | | RTOR | 0.23 | | RTOR | 0.23 | | |
| RTC | 0.29 | | RTC | 0.21 | | RTC | 0.35 | | RTC | 0.40 | | |
| Addl ICU | -0.21 | | Addl ICU | -0.15 | | Addl ICU | -0.12 | | Addl ICU | -0.31 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 451 | 999 | 405 | 310 | 628 | 225 | 126 | 1492 | 297 | 299 | 2025 | 435 | Volume |
| 0.13 | 0.20 | 0.00 | 0.09 | 0.12 | 0.13 | 0.04 | 0.29 | 0.17 | 0.09 | 0.40 | 0.26 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.20 | V/C | | 0.09 | V/C | | 0.04 | V/C | | 0.40 | 0.721 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.15 | RTOG | | 0.35 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.04 | RTOR | | 0.16 | RTOR | | 0.09 | |
| RTC | | 0.30 | RTC | | 0.18 | RTC | | 0.47 | RTC | | 0.47 | |
| Addl ICU | | -0.30 | Addl ICU | | -0.05 | Addl ICU | | -0.29 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 0.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3948 | 1152 | 3400 | 5100 | 1700 | 1700 | 850 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 371 | 1446 | 422 | 81 | 862 | 289 | 269 | 246 | 247 | 227 | 224 | 107 | Volume |
| 0.11 | 0.37 | 0.37 | 0.02 | 0.17 | 0.17 | 0.16 | 0.29 | 0.10 | 0.07 | 0.13 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.37 | V/C | | 0.02 | V/C | | 0.29 | V/C | | 0.07 | 0.746 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.37 | RTOG | | 0.28 | RTOG | | 0.29 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.22 | RTOR | | 0.22 | RTOR | | 0.02 | |
| RTC | | 0.42 | RTC | | 0.45 | RTC | | 0.46 | RTC | | 0.22 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.28 | Addl ICU | | -0.36 | Addl ICU | | -0.15 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 241 | 2072 | 501 | 106 | 1100 | 166 | 395 | 664 | 169 | 264 | 660 | 279 | Volume |
| 0.07 | 0.41 | 0.29 | 0.03 | 0.16 | 0.10 | 0.12 | 0.20 | 0.10 | 0.08 | 0.19 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.41 | | V/C | 0.03 | | V/C | 0.12 | | V/C | 0.19 | | 0.748 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.41 | | RTOG | 0.37 | | RTOG | 0.23 | | RTOG | 0.19 | | Right Turn Adjustment |
| RTOR | 0.12 | | RTOR | 0.12 | | RTOR | 0.28 | | RTOR | 0.03 | | |
| RTC | 0.49 | | RTC | 0.45 | | RTC | 0.44 | | RTC | 0.22 | | |
| Addl ICU | -0.20 | | Addl ICU | -0.36 | | Addl ICU | -0.34 | | Addl ICU | -0.05 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.80 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 648 | 0 | 417 | 0 | 0 | 0 | 0 | 908 | 253 | 433 | 1031 | 0 | Volume |
| 0.19 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.00 | 0.13 | 0.30 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.19 | V/C | | 0.00 | V/C | | 0.27 | V/C | | 0.13 | 0.585 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | -0.19 | RTOG | | 0.27 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.13 | RTOR | | 0.09 | RTOR | | 0.19 | RTOR | | 0.19 | |
| RTC | | 0.29 | RTC | | -0.12 | RTC | | 0.41 | RTC | | 0.54 | |
| Addl ICU | | -0.16 | Addl ICU | | 0.12 | Addl ICU | | -0.41 | Addl ICU | | -0.54 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.64 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 540 | 847 | 452 | 121 | 574 | 249 | 194 | 1196 | 187 | 403 | 1897 | 471 | Volume |
| 0.16 | 0.17 | 0.13 | 0.04 | 0.17 | 0.15 | 0.06 | 0.18 | 0.11 | 0.12 | 0.37 | 0.28 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.17 | V/C | | 0.06 | V/C | | 0.37 | 0.757 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.29 | RTOG | | 0.17 | RTOG | | 0.31 | RTOG | | 0.37 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.06 | RTOR | | 0.16 | RTOR | | 0.16 | |
| RTC | | 0.48 | RTC | | 0.21 | RTC | | 0.43 | RTC | | 0.49 | |
| Addl ICU | | -0.35 | Addl ICU | | -0.07 | Addl ICU | | -0.32 | Addl ICU | | -0.22 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.81 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 724 | 2122 | 512 | 416 | 808 | 152 | 173 | 591 | 236 | 413 | 476 | 415 | Volume |
| 0.21 | 0.42 | 0.30 | 0.12 | 0.16 | 0.09 | 0.05 | 0.12 | 0.00 | 0.12 | 0.09 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.42 | V/C | | 0.12 | V/C | | 0.12 | V/C | | 0.12 | 0.776 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.33 | RTOG | | 0.12 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.14 | RTOR | | 0.38 | RTOR | | 0.12 | |
| RTC | | 0.51 | RTC | | 0.43 | RTC | | 0.40 | RTC | | 0.28 | |
| Addl ICU | | -0.21 | Addl ICU | | -0.34 | Addl ICU | | -0.40 | Addl ICU | | -0.03 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 1.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 3599 | 1501 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 765 | 2981 | 1142 | 246 | 1472 | 260 | 367 | 153 | 246 | 639 | 684 | 445 | Volume |
| 0.23 | 0.44 | 0.67 | 0.07 | 0.22 | 0.15 | 0.10 | 0.10 | 0.07 | 0.19 | 0.27 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.44 | | V/C | 0.07 | | V/C | 0.10 | | V/C | 0.27 | | 0.881 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.44 | | RTOG | 0.29 | | RTOG | 0.18 | | RTOG | 0.27 | | Right Turn Adjustment |
| RTOR | 0.27 | | RTOR | 0.10 | | RTOR | 0.29 | | RTOR | 0.07 | | |
| RTC | 0.64 | | RTC | 0.36 | | RTC | 0.40 | | RTC | 0.32 | | |
| Addl ICU | 0.03 | | Addl ICU | -0.21 | | Addl ICU | -0.33 | | Addl ICU | -0.15 | | |
| | 0.03 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.96 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 4164 | 284 | 513 | 1840 | 0 | 609 | 0 | 356 | 0 | 0 | 0 | Volume |
| 0.00 | 0.61 | 0.17 | 0.15 | 0.27 | 0.00 | 0.14 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.61 | V/C | | 0.15 | V/C | | 0.14 | V/C | | 0.00 | 0.907 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.61 | RTOG | | 0.76 | RTOG | | 0.14 | RTOG | | -0.14 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.14 | RTOR | | 0.49 | RTOR | | 0.15 | |
| RTC | | 0.72 | RTC | | 0.87 | RTC | | 0.51 | RTC | | -0.03 | |
| Addl ICU | | -0.55 | Addl ICU | | -0.87 | Addl ICU | | -0.37 | Addl ICU | | 0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.96 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4979 | 121 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 62 | 3779 | 92 | 106 | 1936 | 72 | 125 | 8 | 72 | 52 | 5 | 103 | Volume |
| 0.04 | 0.76 | 0.76 | 0.06 | 0.38 | 0.04 | 0.07 | 0.00 | 0.04 | 0.03 | 0.00 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.76 | V/C | | 0.06 | V/C | | 0.07 | V/C | | 0.00 | 0.898 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.76 | RTOG | | 0.78 | RTOG | | 0.05 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.07 | RTOR | | 0.44 | RTOR | | 0.06 | |
| RTC | | 0.81 | RTC | | 0.84 | RTC | | 0.38 | RTC | | 0.05 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.80 | Addl ICU | | -0.33 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.96 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 217 | 1910 | 150 | 681 | 1184 | 218 | 363 | 269 | 89 | 189 | 83 | 1621 | Volume |
| 0.13 | 0.37 | 0.09 | 0.20 | 0.23 | 0.13 | 0.11 | 0.16 | 0.05 | 0.06 | 0.05 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.37 | V/C | | 0.20 | V/C | | 0.16 | V/C | | 0.06 | 0.789 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.37 | RTOG | | 0.45 | RTOG | | 0.16 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.17 | RTOR | | 0.34 | RTOR | | 0.20 | |
| RTC | | 0.42 | RTC | | 0.57 | RTC | | 0.42 | RTC | | 0.26 | |
| Addl ICU | | -0.33 | Addl ICU | | -0.44 | Addl ICU | | -0.36 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.84 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 80 | 0 | 145 | 0 | 1679 | 129 | 211 | 2598 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.04 | 0.00 | 0.25 | 0.08 | 0.12 | 0.51 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.05 | | V/C | 0.00 | | V/C | 0.51 | | 0.556 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.05 | | RTOG | 0.05 | | RTOG | 0.39 | | RTOG | 0.51 | | Right Turn Adjustment |
| RTOR | 0.26 | | RTOR | 0.00 | | RTOR | 0.05 | | RTOR | 0.05 | | |
| RTC | 0.15 | | RTC | 0.05 | | RTC | 0.42 | | RTC | 0.54 | | |
| Addl ICU | -0.15 | | Addl ICU | 0.00 | | Addl ICU | -0.34 | | Addl ICU | -0.54 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.61 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4601 | 499 | Total Saturation |
| 208 | 0 | 442 | 0 | 0 | 0 | 0 | 1699 | 215 | 0 | 2683 | 291 | Volume |
| 0.12 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.58 | 0.58 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.58 | 0.705 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | -0.12 | RTOG | | 0.58 | RTOG | | 0.58 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.00 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | 0.18 | RTC | | -0.12 | RTC | | 0.67 | RTC | | 0.67 | |
| Addl ICU | | 0.08 | Addl ICU | | 0.12 | Addl ICU | | -0.67 | Addl ICU | | -0.09 | |
| | | 0.08 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.83 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 801 | 1351 | 239 | 250 | 765 | 870 | 685 | 1084 | 368 | 185 | 1912 | 366 | Volume |
| 0.24 | 0.26 | 0.00 | 0.07 | 0.15 | 0.00 | 0.13 | 0.21 | 0.22 | 0.05 | 0.37 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.26 | V/C | | 0.07 | V/C | | 0.13 | V/C | | 0.37 | 0.848 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.26 | RTOG | | 0.10 | RTOG | | 0.45 | RTOG | | 0.37 | Right Turn Adjustment |
| RTOR | | 0.30 | RTOR | | 0.13 | RTOR | | 0.19 | RTOR | | 0.07 | |
| RTC | | 0.49 | RTC | | 0.20 | RTC | | 0.60 | RTC | | 0.43 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.20 | Addl ICU | | -0.38 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.90 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 4797 | 303 | 1700 | 531 | 1169 | 1700 | 1700 | 1700 | Total Saturation |
| 114 | 2073 | 288 | 57 | 1093 | 69 | 45 | 75 | 165 | 139 | 97 | 150 | Volume |
| 0.07 | 0.41 | 0.00 | 0.03 | 0.23 | 0.23 | 0.03 | 0.14 | 0.14 | 0.08 | 0.06 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.03 | V/C | | 0.14 | V/C | | 0.08 | 0.663 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.37 | RTOG | | 0.14 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.17 | RTOR | | 0.21 | RTOR | | 0.03 | |
| RTC | | 0.47 | RTC | | 0.50 | RTC | | 0.30 | RTC | | 0.22 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.27 | Addl ICU | | -0.16 | Addl ICU | | -0.13 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.71 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|------|-----------------------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5073 | 27 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 20 | 2017 | 338 | 80 | 1705 | 9 | 45 | 23 | 138 | 317 | 14 | 136 | Volume |
| 0.01 | 0.40 | 0.00 | 0.02 | 0.34 | 0.34 | 0.03 | 0.01 | 0.00 | 0.09 | 0.01 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.40 | | V/C | 0.02 | | V/C | 0.01 | | V/C | 0.09 | | 0.526 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.40 | | RTOG | 0.41 | | RTOG | 0.01 | | RTOG | 0.08 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.10 | | RTOR | 0.08 | | RTOR | 0.02 | | |
| RTC | 0.47 | | RTC | 0.48 | | RTC | 0.08 | | RTC | 0.10 | | |
| Addl ICU | -0.47 | | Addl ICU | -0.15 | | Addl ICU | -0.08 | | Addl ICU | -0.02 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | | 0.58 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2427 | 973 | Total Saturation |
| 20 | 1118 | 404 | 158 | 1181 | 699 | 1038 | 515 | 6 | 210 | 429 | 172 | Volume |
| 0.01 | 0.22 | 0.00 | 0.05 | 0.23 | 0.00 | 0.31 | 0.15 | 0.00 | 0.06 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.22 | V/C | | 0.05 | V/C | | 0.31 | V/C | | 0.18 | 0.748 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.25 | RTOG | | 0.42 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.33 | RTOR | | 0.31 | RTOR | | 0.03 | RTOR | | 0.05 | |
| RTC | | 0.47 | RTC | | 0.48 | RTC | | 0.45 | RTC | | 0.21 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.48 | Addl ICU | | -0.44 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.80 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3265 | 1077 | 0 | 2189 | 0 | 0 | 0 | 0 | 147 | 0 | 510 | Volume |
| 0.00 | 0.48 | 0.00 | 0.00 | 0.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | N/A | | Direction | WBL | | Initial ICU |
| V/C | 0.48 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.09 | | 0.567 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.48 | | RTOG | 0.48 | | RTOG | -0.09 | | RTOG | 0.09 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.09 | | RTOR | 0.05 | | RTOR | 0.00 | | |
| RTC | 0.55 | | RTC | 0.55 | | RTC | -0.05 | | RTC | 0.09 | | |
| Addl ICU | -0.55 | | Addl ICU | -0.55 | | Addl ICU | 0.05 | | Addl ICU | 0.01 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 2117 | 0 | 0 | 1515 | 940 | 2345 | 0 | 279 | 0 | 0 | 0 | Volume |
| 0.00 | 0.42 | 0.00 | 0.00 | 0.30 | 0.00 | 0.46 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.42 | V/C | | 0.00 | V/C | | 0.46 | V/C | | 0.00 | 0.875 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.42 | RTOG | | 0.46 | RTOG | | -0.46 | Right Turn Adjustment |
| RTOR | | 0.46 | RTOR | | 0.46 | RTOR | | 0.12 | RTOR | | 0.00 | |
| RTC | | 0.76 | RTC | | 0.76 | RTC | | 0.55 | RTC | | -0.46 | |
| Addl ICU | | -0.76 | Addl ICU | | -0.76 | Addl ICU | | -0.38 | Addl ICU | | 0.46 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.92 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 169 | 0 | 143 | 0 | 1285 | 324 | 398 | 1343 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.04 | 0.00 | 0.38 | 0.19 | 0.12 | 0.40 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.10 | V/C | | 0.38 | V/C | | 0.12 | 0.594 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.10 | RTOG | | 0.10 | RTOG | | 0.38 | RTOG | | 0.50 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.10 | RTOR | | 0.10 | RTOR | | 0.10 | |
| RTC | | -0.01 | RTC | | 0.17 | RTC | | 0.45 | RTC | | 0.57 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.13 | Addl ICU | | -0.26 | Addl ICU | | -0.57 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.64 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 491 | 0 | 554 | 0 | 0 | 0 | 0 | 1181 | 275 | 329 | 1254 | 0 | Volume |
| 0.14 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.19 | 0.37 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.14 | | V/C | 0.00 | | V/C | 0.35 | | V/C | 0.19 | | 0.685 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.14 | | RTOG | -0.14 | | RTOG | 0.35 | | RTOG | 0.54 | | Right Turn Adjustment |
| RTOR | 0.19 | | RTOR | 0.17 | | RTOR | 0.14 | | RTOR | 0.14 | | |
| RTC | 0.29 | | RTC | -0.02 | | RTC | 0.46 | | RTC | 0.65 | | |
| Addl ICU | -0.13 | | Addl ICU | 0.02 | | Addl ICU | -0.46 | | Addl ICU | -0.65 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.74 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-----------|-----------|-----------|-------|-----------|-------|-----------------------|--------------|------|------|------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 212 | 87 | 430 | 28 | 61 | 17 | 6 | 1264 | 190 | 169 | 1093 | 99 | Volume |
| 0.12 | 0.05 | 0.25 | 0.02 | 0.02 | 0.01 | 0.00 | 0.37 | 0.11 | 0.10 | 0.32 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | Direction | SBT | Direction | EBT | Direction | WBL | Initial ICU | | | | |
| V/C | 0.12 | V/C | 0.02 | V/C | 0.37 | V/C | 0.10 | 0.614 | | | | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.13 | RTOG | 0.02 | RTOG | 0.37 | RTOG | 0.47 | Right Turn Adjustment | | | | |
| RTOR | 0.10 | RTOR | 0.15 | RTOR | 0.12 | RTOR | 0.09 | 0.05 | | | | |
| RTC | 0.20 | RTC | 0.13 | RTC | 0.47 | RTC | 0.54 | 0.05 | | | | |
| Addl ICU | 0.05 | Addl ICU | -0.12 | Addl ICU | -0.35 | Addl ICU | -0.48 | 0.05 | | | | |
| 0.05 | | 0.00 | | 0.00 | | 0.00 | | 0.05 | | | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.72 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 329 | 1371 | 850 | 304 | 1396 | Total Saturation |
| 36 | 371 | 1 | 81 | 225 | 95 | 117 | 30 | 125 | 4 | 22 | 101 | Volume |
| 0.04 | 0.22 | 0.00 | 0.10 | 0.13 | 0.11 | 0.14 | 0.09 | 0.09 | 0.00 | 0.07 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.22 | V/C | | 0.10 | V/C | | 0.14 | V/C | | 0.07 | 0.524 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.27 | RTOG | | 0.21 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.14 | RTOR | | 0.18 | RTOR | | 0.10 | |
| RTC | | 0.31 | RTC | | 0.37 | RTC | | 0.34 | RTC | | 0.14 | |
| Addl ICU | | -0.31 | Addl ICU | | -0.26 | Addl ICU | | -0.25 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.57 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 245 | 293 | 85 | 118 | 140 | 354 | 589 | 1419 | 184 | 104 | 2341 | 310 | Volume |
| 0.07 | 0.09 | 0.05 | 0.07 | 0.04 | 0.00 | 0.17 | 0.28 | 0.11 | 0.03 | 0.46 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.09 | V/C | | 0.07 | V/C | | 0.17 | V/C | | 0.46 | 0.788 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.08 | RTOG | | 0.60 | RTOG | | 0.46 | Right Turn Adjustment |
| RTOR | | 0.35 | RTOR | | 0.17 | RTOR | | 0.11 | RTOR | | 0.07 | |
| RTC | | 0.35 | RTC | | 0.21 | RTC | | 0.69 | RTC | | 0.51 | |
| Addl ICU | | -0.30 | Addl ICU | | -0.21 | Addl ICU | | -0.58 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.84 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3113 | 287 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3110 | 290 | Total Saturation |
| 461 | 390 | 36 | 47 | 276 | 619 | 747 | 607 | 389 | 25 | 514 | 48 | Volume |
| 0.14 | 0.13 | 0.13 | 0.03 | 0.08 | 0.36 | 0.22 | 0.18 | 0.23 | 0.01 | 0.17 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.14 | | V/C | 0.08 | | V/C | 0.22 | | V/C | 0.17 | | 0.602 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.19 | | RTOG | 0.08 | | RTOG | 0.37 | | RTOG | 0.17 | | Right Turn Adjustment |
| RTOR | 0.21 | | RTOR | 0.22 | | RTOR | 0.14 | | RTOR | 0.09 | | |
| RTC | 0.34 | | RTC | 0.25 | | RTC | 0.47 | | RTC | 0.23 | | |
| Addl ICU | -0.22 | | Addl ICU | 0.12 | | Addl ICU | -0.24 | | Addl ICU | -0.07 | | |
| | 0.00 | | | 0.12 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 409 | 0 | 313 | 313 | 980 | 0 | 0 | 1055 | 441 | Volume |
| 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.18 | 0.18 | 0.29 | 0.00 | 0.00 | 0.31 | 0.26 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.12 | | V/C | 0.18 | | V/C | 0.31 | | 0.615 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.12 | | RTOG | 0.12 | | RTOG | 0.49 | | RTOG | 0.31 | | Right Turn Adjustment |
| RTOR | 0.21 | | RTOR | 0.18 | | RTOR | 0.12 | | RTOR | 0.12 | | |
| RTC | 0.03 | | RTC | 0.26 | | RTC | 0.58 | | RTC | 0.40 | | |
| Addl ICU | -0.03 | | Addl ICU | -0.07 | | Addl ICU | -0.58 | | Addl ICU | -0.14 | | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 123 | 0 | 81 | 0 | 0 | 0 | 0 | 2621 | 210 | 117 | 1777 | 0 | Volume |
| 0.07 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.51 | 0.12 | 0.07 | 0.35 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.51 | V/C | | 0.07 | 0.655 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | -0.07 | RTOG | | 0.51 | RTOG | | 0.58 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.23 | RTOR | | 0.07 | RTOR | | 0.07 | |
| RTC | | 0.12 | RTC | | 0.10 | RTC | | 0.57 | RTC | | 0.64 | |
| Addl ICU | | -0.08 | Addl ICU | | -0.10 | Addl ICU | | -0.44 | Addl ICU | | -0.64 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.71 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 109 | 510 | 123 | 316 | 401 | 284 | 486 | 1046 | 147 | 120 | 755 | 393 | Volume |
| 0.06 | 0.15 | 0.07 | 0.09 | 0.12 | 0.17 | 0.14 | 0.31 | 0.09 | 0.04 | 0.22 | 0.23 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.15 | V/C | | 0.09 | V/C | | 0.14 | V/C | | 0.22 | 0.608 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.18 | RTOG | | 0.33 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.14 | RTOR | | 0.13 | RTOR | | 0.09 | |
| RTC | | 0.19 | RTC | | 0.29 | RTC | | 0.42 | RTC | | 0.29 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.12 | Addl ICU | | -0.34 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.66 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 518 | 449 | 224 | 119 | 501 | 273 | 279 | 1179 | 558 | 231 | 1091 | 110 | Volume |
| 0.15 | 0.13 | 0.13 | 0.07 | 0.15 | 0.16 | 0.08 | 0.23 | 0.00 | 0.07 | 0.21 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.15 | V/C | | 0.15 | V/C | | 0.23 | V/C | | 0.07 | 0.599 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.15 | RTOG | | 0.23 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.09 | RTOR | | 0.15 | RTOR | | 0.17 | |
| RTC | | 0.28 | RTC | | 0.21 | RTC | | 0.35 | RTC | | 0.34 | |
| Addl ICU | | -0.15 | Addl ICU | | -0.05 | Addl ICU | | -0.35 | Addl ICU | | -0.28 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.65 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 0 | 0 | 7368 | 1132 | 3400 | 1700 | 3400 | 3400 | 2164 | 1236 | Total Saturation |
| 578 | 2812 | 0 | 0 | 2629 | 404 | 617 | 43 | 828 | 22 | 28 | 16 | Volume |
| 0.17 | 0.41 | 0.00 | 0.00 | 0.36 | 0.36 | 0.18 | 0.03 | 0.24 | 0.01 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.17 | V/C | | 0.36 | V/C | | 0.18 | V/C | | 0.01 | 0.721 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.53 | RTOG | | 0.36 | RTOG | | 0.19 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.18 | RTOR | | 0.17 | RTOR | | 0.11 | |
| RTC | | 0.65 | RTC | | 0.49 | RTC | | 0.32 | RTC | | 0.10 | |
| Addl ICU | | -0.65 | Addl ICU | | -0.14 | Addl ICU | | -0.07 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 367 | 1333 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 304 | 27 | 98 | 36 | 55 | 114 | 31 | 1408 | 247 | 59 | 1093 | 15 | Volume |
| 0.09 | 0.07 | 0.07 | 0.02 | 0.03 | 0.07 | 0.02 | 0.41 | 0.15 | 0.03 | 0.32 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.09 | V/C | | 0.03 | V/C | | 0.41 | V/C | | 0.03 | 0.571 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.03 | RTOG | | 0.41 | RTOG | | 0.43 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.13 | RTOR | | 0.09 | RTOR | | 0.05 | |
| RTC | | 0.13 | RTC | | 0.13 | RTC | | 0.48 | RTC | | 0.47 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.06 | Addl ICU | | -0.34 | Addl ICU | | -0.46 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.62 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 75 | 94 | 112 | 258 | 103 | 173 | 143 | 1477 | 71 | 149 | 2502 | 375 | Volume |
| 0.04 | 0.06 | 0.07 | 0.08 | 0.06 | 0.10 | 0.08 | 0.29 | 0.04 | 0.09 | 0.49 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.06 | V/C | | 0.08 | V/C | | 0.08 | V/C | | 0.49 | 0.706 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.06 | RTOG | | 0.09 | RTOG | | 0.49 | RTOG | | 0.49 | Right Turn Adjustment |
| RTOR | | 0.29 | RTOR | | 0.08 | RTOR | | 0.07 | RTOR | | 0.08 | |
| RTC | | 0.27 | RTC | | 0.15 | RTC | | 0.54 | RTC | | 0.55 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.05 | Addl ICU | | -0.50 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2382 | 1018 | 1700 | 3264 | 136 | 1700 | 467 | 1233 | 1700 | 1417 | 283 | Total Saturation |
| 57 | 435 | 186 | 3 | 337 | 14 | 5 | 14 | 37 | 94 | 15 | 3 | Volume |
| 0.03 | 0.18 | 0.18 | 0.00 | 0.10 | 0.10 | 0.00 | 0.03 | 0.03 | 0.06 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.06 | 0.270 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.15 | RTOG | | 0.03 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.07 | RTOR | | 0.08 | RTOR | | 0.00 | |
| RTC | | 0.22 | RTC | | 0.21 | RTC | | 0.09 | RTC | | 0.08 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.10 | Addl ICU | | -0.06 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.32 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | Total Saturation |
| 125 | 723 | 241 | 1 | 492 | 15 | 18 | 86 | 99 | 155 | 51 | 2 | Volume |
| 0.15 | 0.43 | 0.28 | 0.00 | 0.29 | 0.02 | 0.02 | 0.05 | 0.12 | 0.18 | 0.03 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.43 | V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.18 | 0.659 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.43 | RTOG | | 0.28 | RTOG | | 0.05 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.20 | RTOR | | 0.14 | RTOR | | 0.00 | |
| RTC | | 0.56 | RTC | | 0.43 | RTC | | 0.15 | RTC | | 0.21 | |
| Addl ICU | | -0.28 | Addl ICU | | -0.41 | Addl ICU | | -0.04 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.71 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2977 | 423 | 1700 | 2950 | 450 | 1700 | 416 | 1284 | 1700 | 680 | 1020 | Total Saturation |
| 29 | 599 | 85 | 15 | 511 | 78 | 112 | 24 | 74 | 99 | 10 | 15 | Volume |
| 0.02 | 0.20 | 0.20 | 0.01 | 0.17 | 0.17 | 0.07 | 0.06 | 0.06 | 0.06 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.20 | V/C | | 0.01 | V/C | | 0.06 | V/C | | 0.06 | 0.326 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.19 | RTOG | | 0.06 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.10 | RTOR | | 0.04 | RTOR | | 0.01 | |
| RTC | | 0.24 | RTC | | 0.27 | RTC | | 0.09 | RTC | | 0.06 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.10 | Addl ICU | | -0.03 | Addl ICU | | -0.04 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1375 | 325 | 0 | 1679 | 21 | 850 | 1688 | 12 | 850 | 1700 | 0 | Total Saturation |
| 1 | 131 | 31 | 0 | 79 | 1 | 2 | 414 | 3 | 33 | 295 | 0 | Volume |
| 0.00 | 0.10 | 0.10 | 0.00 | 0.05 | 0.05 | 0.00 | 0.25 | 0.25 | 0.04 | 0.17 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.10 | V/C | | 0.00 | V/C | | 0.25 | V/C | | 0.04 | 0.379 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.09 | RTOG | | 0.25 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.11 | RTOR | | 0.05 | RTOR | | 0.00 | |
| RTC | | 0.12 | RTC | | 0.18 | RTC | | 0.28 | RTC | | 0.28 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.13 | Addl ICU | | -0.04 | Addl ICU | | -0.28 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.43 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 81 | 0 | 79 | 0 | 0 | 0 | 0 | 1570 | 53 | 85 | 2661 | 0 | Volume |
| 0.05 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 | 0.03 | 0.05 | 0.52 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.52 | 0.569 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | -0.05 | RTOG | | 0.47 | RTOG | | 0.52 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.05 | |
| RTC | | 0.21 | RTC | | -0.05 | RTC | | 0.51 | RTC | | 0.56 | |
| Addl ICU | | -0.16 | Addl ICU | | 0.05 | Addl ICU | | -0.48 | Addl ICU | | -0.56 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.62 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 69 | 143 | 0 | 0 | 96 | 24 | 24 | 0 | 94 | 0 | 0 | 0 | Volume |
| 0.04 | 0.08 | 0.00 | 0.00 | 0.06 | 0.01 | 0.01 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.04 | V/C | | 0.06 | V/C | | 0.01 | V/C | | 0.00 | 0.111 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.06 | RTOG | | 0.01 | RTOG | | -0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.04 | RTOR | | 0.01 | |
| RTC | | 0.11 | RTC | | 0.07 | RTC | | 0.04 | RTC | | 0.00 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.05 | Addl ICU | | 0.01 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.01 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.17 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 37 | 1663 | 0 | 0 | 1514 | 186 | Total Saturation |
| 0 | 0 | 0 | 19 | 0 | 37 | 9 | 400 | 0 | 0 | 277 | 34 | Volume |
| 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.04 | 0.24 | 0.24 | 0.00 | 0.00 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.02 | V/C | | 0.24 | V/C | | 0.18 | 0.446 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.02 | RTOG | | 0.02 | RTOG | | 0.42 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.24 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.11 | RTC | | 0.20 | RTC | | 0.44 | RTC | | 0.20 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.16 | Addl ICU | | -0.44 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.50 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1700 | 0 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 1 | 19 | 373 | 0 | 0 | 318 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.22 | 0.00 | 0.00 | 0.19 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.22 | V/C | | 0.00 | 0.219 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.22 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.03 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.02 | RTC | | 0.22 | RTC | | 0.21 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.02 | Addl ICU | | -0.22 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.27 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 54 | 15 | 38 | 55 | 18 | 85 | 79 | 1718 | 68 | 84 | 2955 | 95 | Volume |
| 0.03 | 0.01 | 0.02 | 0.03 | 0.01 | 0.05 | 0.05 | 0.34 | 0.04 | 0.05 | 0.58 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.03 | V/C | | 0.01 | V/C | | 0.05 | V/C | | 0.58 | 0.668 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.01 | RTOG | | 0.58 | RTOG | | 0.58 | Right Turn Adjustment |
| RTOR | | 0.29 | RTOR | | 0.05 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.23 | RTC | | 0.05 | RTC | | 0.60 | RTC | | 0.60 | |
| Addl ICU | | -0.20 | Addl ICU | | 0.00 | Addl ICU | | -0.56 | Addl ICU | | -0.55 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.72 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1561 | 139 | 0 | 1581 | 119 | 0 | 1700 | 0 | Total Saturation |
| 40 | 131 | 0 | 0 | 157 | 14 | 0 | 344 | 26 | 0 | 263 | 0 | Volume |
| 0.02 | 0.08 | 0.00 | 0.00 | 0.10 | 0.10 | 0.00 | 0.22 | 0.22 | 0.00 | 0.15 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.10 | V/C | | 0.22 | V/C | | 0.00 | 0.342 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.10 | RTOG | | 0.22 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.02 | RTOR | | 0.05 | |
| RTC | | 0.12 | RTC | | 0.15 | RTC | | 0.24 | RTC | | 0.25 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.05 | Addl ICU | | -0.02 | Addl ICU | | -0.25 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.39 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1360 | 340 | 1700 | 1700 | 1700 | 1700 | 3134 | 266 | 1700 | 3400 | 1700 | Total Saturation |
| 59 | 56 | 14 | 64 | 50 | 278 | 441 | 968 | 82 | 20 | 1058 | 106 | Volume |
| 0.03 | 0.04 | 0.04 | 0.04 | 0.03 | 0.16 | 0.26 | 0.31 | 0.31 | 0.01 | 0.31 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.04 | V/C | | 0.26 | V/C | | 0.31 | 0.649 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.04 | RTOG | | 0.56 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.26 | RTOR | | 0.26 | RTOR | | 0.05 | RTOR | | 0.04 | |
| RTC | | 0.24 | RTC | | 0.24 | RTC | | 0.60 | RTC | | 0.34 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.08 | Addl ICU | | -0.29 | Addl ICU | | -0.28 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) No Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 557 | 1143 | 1700 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 36 | 44 | 144 | 69 | 20 | 41 | 70 | 1748 | 0 | 184 | 2957 | 182 | Volume |
| 0.02 | 0.03 | 0.08 | 0.04 | 0.04 | 0.04 | 0.04 | 0.34 | 0.00 | 0.05 | 0.58 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.03 | | V/C | 0.04 | | V/C | 0.04 | | V/C | 0.58 | | 0.687 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.03 | | RTOG | 0.05 | | RTOG | 0.57 | | RTOG | 0.58 | | Right Turn Adjustment |
| RTOR | 0.28 | | RTOR | 0.04 | | RTOR | 0.03 | | RTOR | 0.04 | | |
| RTC | 0.23 | | RTC | 0.08 | | RTC | 0.59 | | RTC | 0.61 | | |
| Addl ICU | -0.15 | | Addl ICU | -0.04 | | Addl ICU | -0.59 | | Addl ICU | -0.50 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.74 |

INTERSECTION ANALYSIS WORKSHEETS

**POST YEAR 2035 – WITH PROJECT
2011 APPROVED PROJECT
AM PEAK HOUR**

IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Impact Analysis Report
 Level Of Service

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|------|-------------|---------|--------|-------------|---------|--------------|
| | LOS | Del/ Veh | V/ C | LOS | Del/ Veh | V/ C | |
| # 1 "B" St & Driveway 1 | A | 9.4 | 0.008 | A | 9.4 | 0.008 | + 0.000 D/V |
| # 2 "B" St & Driveway 2 | B | 12.0 | 0.094 | B | 12.0 | 0.094 | + 0.000 D/V |
| # 3 Driveway 3 & "LQ" St | B | 10.3 | 0.058 | B | 10.3 | 0.058 | + 0.000 D/V |
| # 4 Driveway 4 & "LQ" St | B | 11.7 | 0.047 | B | 11.7 | 0.047 | + 0.000 D/V |
| # 5 "LQ" St & Driveway 5 | B | 11.4 | 0.084 | B | 11.4 | 0.084 | + 0.000 D/V |
| # 6 "LQ" St & Driveway 6 | D | 32.3 | 0.575 | D | 32.3 | 0.575 | + 0.000 D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 D/V |
| #282 Jeffrey Rd & Portola Pkwy | E | xxxxx | 0.989 | E | xxxxx | 0.989 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxx | 0.985 | E | xxxxx | 0.985 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | D | xxxxx | 0.875 | D | xxxxx | 0.875 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | C | xxxxx | 0.713 | C | xxxxx | 0.713 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxx | 0.570 | A | xxxxx | 0.570 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | D | xxxxx | 0.845 | D | xxxxx | 0.845 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | E | xxxxx | 0.905 | E | xxxxx | 0.905 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | C | 30.4 | 0.975 | C | 30.4 | 0.975 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | D | 46.2 | 1.074 | D | 46.2 | 1.074 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | E | xxxxx | 0.944 | E | xxxxx | 0.944 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 13.5 | 0.688 | B | 13.5 | 0.688 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | A | 6.1 | 0.864 | A | 6.1 | 0.864 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | F | xxxxx | 1.081 | F | xxxxx | 1.081 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | C | xxxxx | 0.736 | C | xxxxx | 0.736 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | C | xxxxx | 0.711 | C | xxxxx | 0.711 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | B | xxxxx | 0.627 | B | xxxxx | 0.627 | + 0.000 V/C |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

| Intersection | | Base | | Future | | Change in | |
|-------------------------------------|---|-------------|-----------|-------------|-----------|--------------|-----|
| | | Del/ LOS | V/ Veh | Del/ LOS | V/ Veh | | |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | C | 21.7 | 0.906 | C 21.7 | 0.906 | + 0.000 | D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 20.4 | 0.794 | C 20.4 | 0.794 | + 0.000 | D/V |
| #444 Sand Canyon Ave & Burt Rd | E | xxxxxx | 0.965 | E xxxxxx | 0.965 | + 0.000 | V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 19.2 | 0.535 | B 19.2 | 0.535 | + 0.000 | D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | B | 18.5 | 0.497 | B 18.5 | 0.497 | + 0.000 | D/V |
| #556 Ridge Valley & Portola Pkwy | D | xxxxxx | 0.826 | D xxxxxx | 0.826 | + 0.000 | V/C |
| #557 "O" St & "C" St | A | 2.6 | 0.370 | A 2.6 | 0.370 | + 0.000 | V/C |
| #558 "O" St & Irvine Blvd | D | xxxxxx | 0.828 | D xxxxxx | 0.828 | + 0.000 | V/C |
| #559 "O" St & Trabuco Rd | C | xxxxxx | 0.763 | C xxxxxx | 0.763 | + 0.000 | V/C |
| #560 "O" St & Marine Wy | A | xxxxxx | 0.456 | A xxxxxx | 0.456 | + 0.000 | V/C |
| #563 "B" St & Irvine Blvd | D | xxxxxx | 0.895 | D xxxxxx | 0.895 | + 0.000 | V/C |
| #566 Marine Wy & Barranca Pkwy | B | xxxxxx | 0.670 | B xxxxxx | 0.670 | + 0.000 | V/C |
| #567 Marine Wy & Alton Pkwy | C | xxxxxx | 0.708 | C xxxxxx | 0.708 | + 0.000 | V/C |
| #569 Bake Pkwy & Marine Wy | C | xxxxxx | 0.753 | C xxxxxx | 0.753 | + 0.000 | V/C |
| #571 Portola Springs & Portola Pkwy | C | xxxxxx | 0.761 | C xxxxxx | 0.761 | + 0.000 | V/C |
| #572 Modjeska/"A" St & Irvine Blvd | E | xxxxxx | 0.909 | E xxxxxx | 0.909 | + 0.000 | V/C |
| #603 "O" St & "LN" St | A | xxxxxx | 0.425 | A xxxxxx | 0.425 | + 0.000 | V/C |
| #605 "O" St & "LQ" St | A | 3.3 | 0.447 | A 3.3 | 0.447 | + 0.000 | V/C |
| #608 "O" St & "LV" St | A | xxxxxx | 0.376 | A xxxxxx | 0.376 | + 0.000 | V/C |
| #626 "LY" St & "LQ" St | A | 5.3 | 0.472 | A 5.3 | 0.472 | + 0.000 | V/C |
| #627 "LY" St & Irvine Blvd | C | xxxxxx | 0.766 | C xxxxxx | 0.766 | + 0.000 | V/C |
| #631 "LY" St & Trabuco Rd | A | 9.2 | 0.079 | A 9.2 | 0.079 | + 0.000 | D/V |
| #782 "A" St & "LQ" St | A | 4.6 | 0.395 | A 4.6 | 0.395 | + 0.000 | V/C |
| #787 "Z" St & "LQ" St | B | 13.3 | 0.088 | B 13.3 | 0.088 | + 0.000 | D/V |
| #790 "Z" St & Irvine Blvd | B | 10.8 | 0.890 | B 10.8 | 0.890 | + 0.000 | D/V |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #798 "B" St & "LQ" St | A xxxxx | 0.561 | A xxxxx | 0.561 | + 0.000 V/C |
| #799 "B" St & Marine Wy | A xxxxx | 0.501 | A xxxxx | 0.501 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | E xxxxx | 0.986 | E xxxxx | 0.986 | + 0.000 V/C |

IUSD High School #5 TIA
Post Year 2035 With Project
2011 Approved Project

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|-----|---|--------------|---|---|------------|---|---|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 218 | 0 | 0 | 0 | 0 | 568 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 9.4 | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=7]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=793]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 218 | 0 | 0 | 568 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | | |
| Major Street Volume: | 786 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 7 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 284 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

 Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|---|----|---|---|----|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 161 | 0 | 0 | 134 | 434 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 42 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 12.0 | | | | | | | | | | |

 Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.2]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=59]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=788]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|-----|-----|---|------------|---|-----|---|------------|---|---|----|---|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 161 | 0 | 0 | 0 | 134 | 434 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 42 | 0 | 0 |
| Major Street Volume: | | | | | | | | | | | 729 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 59 | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | 394 | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
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 2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | | 45 | 509 | 0 | | | 0 | 312 | 15 | | |
| ApproachDel: | xxxxxx | | | | 10.3 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=42]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=923]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | | 45 | 509 | 0 | | | 0 | 312 | 15 | | |
| Major Street Volume: | | | | | 881 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 42 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 328 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Lanes, Final Volume, and Approach Delay.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=13]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=844]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 10 | | 59 | 449 | 0 | | | 0 | 316 | 7 | | |
| Major Street Volume: | | | | | 831 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 13 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 349 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
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Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, FinalVolume, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=52]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=952]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|---|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 453 | 0 | 0 | 0 | 0 | 447 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | | | | | 900 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 52 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 248 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
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Peak Hour Delay Signal Warrant Report

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|-----|------------|---|----|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 74 | 308 | 0 | 0 | 426 | 171 | 154 | 0 | 21 | 0 | 0 | 0 | 0 | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 32.3 | | | xxxxxx | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.6]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=175]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1154]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|-----|------------|---|-----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 74 | 308 | | 0 | | 0 | 426 | 171 | | | 154 | 0 | 21 | | | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | 979 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 175 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 383 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
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Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 462 | 0 | 0 | 729 | 223 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|-----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 462 | 0 | 0 | 0 | 0 | 729 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | | | | | 1414 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 0 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 165 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
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Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|----|---|--------------|----|-----|------------|---|----|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 15 | 40 | 0 | 0 | 26 | 163 | 71 | 0 | 18 | 0 | 0 | 0 | 0 | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.2 | | | xxxxxx | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=89]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=333]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|----|---|--------------|----|-----|------------|---|----|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 15 | 40 | 0 | 0 | 26 | 163 | 71 | 0 | 18 | 0 | 0 | 0 | 0 | | | | | |
| Major Street Volume: | 244 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 89 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 981 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
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Peak Hour Delay Signal Warrant Report

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|----|---|---|--------------|---|----|-----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 48 | | 33 | 509 | 0 | | | 0 | 256 | 32 | | |
| ApproachDel: | xxxxxx | | | | 13.3 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=77]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=907]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|----|---|----|--------------|---|----|-----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 48 | | | 33 | 509 | 0 | | | 0 | 256 | 32 | | |
| Major Street Volume: | | | | | 830 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 77 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 349 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.4]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0-1).

Volume Module: Table with 12 columns and 8 rows: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with 12 columns and 2 rows: Critical Gp, FollowUpTim.

Capacity Module: Table with 12 columns and 4 rows: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module: Table with 12 columns and 8 rows: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[12.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustment factors like Growth Adj, Initial Bse, User Adj, PHF Adj, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time values.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, move capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing delay, LOS by movement, shared capacity, and shared queue values.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[10.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 13 columns representing different traffic volumes and adjustment factors.

Critical Gap Module table with 13 columns showing critical gap and follow-up time values.

Capacity Module table with 13 columns showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module table with 13 columns showing delay, LOS, and approach delay values.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[11.7]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 7 rows of volume data.

Critical Gap Module table with 12 columns and 2 rows of gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity and volume/capacity data.

Level of Service Module table with 12 columns and 8 rows of LOS and delay data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B [11.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 7 rows of volume-related data.

Critical Gap Module table with 12 columns and 2 rows of critical gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity-related data.

Level of Service Module table with 12 columns and 7 rows of level of service and delay data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: D[32.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustment factors for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time for each approach.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, move capacity, and volume/capacity ratio.

Level of Service Module: Table with 12 columns showing delay, LOS by movement, shared capacity, shared queue, shared delay, shared LOS, approach delay, and approach LOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module: Critical Gp, FollowUpTim.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.989
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.985
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.875
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 2 rows including Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 27 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 269 | 0 | 449 | 0 | 0 | 0 | 0 | 844 | 760 | 475 | 1117 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 269 | 0 | 449 | 0 | 0 | 0 | 0 | 844 | 760 | 475 | 1117 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 269 | 0 | 449 | 0 | 0 | 0 | 0 | 844 | 0 | 475 | 1117 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 269 | 0 | 449 | 0 | 0 | 0 | 0 | 844 | 0 | 475 | 1117 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 269 | 0 | 449 | 0 | 0 | 0 | 0 | 844 | 0 | 475 | 1117 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.14 | 0.33 | 0.00 |
| Crit Moves: | | | **** | | | | | **** | | **** | | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 64 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.905
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 90 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 213 | 548 | 245 | 353 | 2471 | 133 | 258 | 382 | 697 | 501 | 831 | 351 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 213 | 548 | 245 | 353 | 2471 | 133 | 258 | 382 | 697 | 501 | 831 | 351 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 213 | 548 | 0 | 353 | 2471 | 133 | 258 | 382 | 0 | 501 | 831 | 351 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 213 | 548 | 0 | 353 | 2471 | 133 | 258 | 382 | 0 | 501 | 831 | 351 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 213 | 548 | 0 | 353 | 2471 | 133 | 258 | 382 | 0 | 501 | 831 | 351 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.11 | 0.89 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3586 | 1514 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.11 | 0.00 | 0.10 | 0.48 | 0.08 | 0.08 | 0.07 | 0.00 | 0.15 | 0.23 | 0.23 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.975
Loss Time (sec): 0 Average Delay (sec/veh): 30.4
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.074
Loss Time (sec): 0 Average Delay (sec/veh): 46.2
Optimal Cycle: 180 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.944
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 122 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 0 Average Delay (sec/veh): 13.5
Optimal Cycle: 73 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.864
Loss Time (sec): 0 Average Delay (sec/veh): 6.1
Optimal Cycle: 167 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.081
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns for various adjustment factors (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume) and values for each approach.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. and values for each approach.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves and values for each approach.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat, Crit Moves, and asterisks.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.627
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 5 | 1085 | 121 | 92 | 1194 | 1160 | 612 | 168 | 10 | 200 | 431 | 102 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 5 | 1085 | 121 | 92 | 1194 | 1160 | 612 | 168 | 10 | 200 | 431 | 102 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 5 | 1085 | 0 | 92 | 1194 | 0 | 612 | 168 | 10 | 200 | 431 | 102 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 5 | 1085 | 0 | 92 | 1194 | 0 | 612 | 168 | 10 | 200 | 431 | 102 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 5 | 1085 | 0 | 92 | 1194 | 0 | 612 | 168 | 10 | 200 | 431 | 102 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.89 | 0.11 | 2.00 | 1.62 | 0.38 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3209 | 191 | 3400 | 2749 | 651 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.21 | 0.00 | 0.03 | 0.23 | 0.00 | 0.18 | 0.05 | 0.05 | 0.06 | 0.16 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 0 Average Delay (sec/veh): 21.7
Optimal Cycle: 180 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 0 Average Delay (sec/veh): 20.4
Optimal Cycle: 111 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.965
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 154 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 38 | 1410 | 89 | 90 | 4156 | 158 | 54 | 4 | 50 | 73 | 10 | 79 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 38 | 1410 | 89 | 90 | 4156 | 158 | 54 | 4 | 50 | 73 | 10 | 79 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 38 | 1410 | 89 | 90 | 4156 | 158 | 54 | 4 | 50 | 73 | 10 | 79 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 38 | 1410 | 89 | 90 | 4156 | 158 | 54 | 4 | 50 | 73 | 10 | 79 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 38 | 1410 | 89 | 90 | 4156 | 158 | 54 | 4 | 50 | 73 | 10 | 79 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.82 | 0.18 | 1.00 | 3.00 | 1.00 | 1.00 | 0.07 | 0.93 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 4797 | 303 | 1700 | 5100 | 1700 | 1700 | 126 | 1574 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.29 | 0.29 | 0.05 | 0.81 | 0.09 | 0.03 | 0.03 | 0.03 | 0.04 | 0.01 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 0 Average Delay (sec/veh): 19.2
Optimal Cycle: 49 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 0 Average Delay (sec/veh): 18.5
Optimal Cycle: 45 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

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FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.6 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 13 columns representing different PCE (Passenger Car Equivalent) volumes and adjustments.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.828
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for volume and adjustment factors across four directions.

Saturation Flow Module table with 12 columns for saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns for volume/saturation and critical moves.

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ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, OvlAdjVol.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, OvlAdjV/S, Crit Moves.

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ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

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ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.895
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 84 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 168 | 0 | 57 | 0 | 0 | 0 | 0 | 3312 | 404 | 164 | 1798 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 168 | 0 | 57 | 0 | 0 | 0 | 0 | 3312 | 404 | 164 | 1798 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 168 | 0 | 57 | 0 | 0 | 0 | 0 | 3312 | 404 | 164 | 1798 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 168 | 0 | 57 | 0 | 0 | 0 | 0 | 3312 | 404 | 164 | 1798 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 168 | 0 | 57 | 0 | 0 | 0 | 0 | 3312 | 404 | 164 | 1798 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.65 | 0.24 | 0.10 | 0.35 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 34 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 38 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis. Rows include Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.909
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 92 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.425
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 21 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 82 | 200 | 41 | 5 | 691 | 67 | 5 | 5 | 42 | 129 | 52 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 82 | 200 | 41 | 5 | 691 | 67 | 5 | 5 | 42 | 129 | 52 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 82 | 200 | 41 | 5 | 691 | 67 | 5 | 5 | 42 | 129 | 52 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 82 | 200 | 41 | 5 | 691 | 67 | 5 | 5 | 42 | 129 | 52 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 82 | 200 | 41 | 5 | 691 | 67 | 5 | 5 | 42 | 129 | 52 | 5 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.66 | 0.34 | 1.00 | 1.82 | 0.18 | 1.00 | 0.11 | 0.89 | 1.00 | 0.91 | 0.09 |
| Final Sat.: | 1700 | 2822 | 578 | 1700 | 3099 | 301 | 1700 | 181 | 1519 | 1700 | 1551 | 149 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.07 | 0.07 | 0.00 | 0.22 | 0.22 | 0.00 | 0.03 | 0.03 | 0.08 | 0.03 | 0.03 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.3 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 13 columns for PCE types: AutoPCE, TruckPCE, ComboPCE, BicyclePCE, and AdjVolume.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns for delay metrics: CircVolume, MaxVolume, PedVolume, AdjMaxVol, ApproachVol, ApproachV/C, ApproachDel, ApproachLOS, and Queue.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.376
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat and Crit Moves.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 5.3 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 13 columns representing different PCE (Personal Car Equivalent) factors like AutoPCE, TruckPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows including Vol/Sat and Crit Moves.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: A[9.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustment factors for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time for each approach.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, move capacity, and volume/capacity ratio.

Level of Service Module: Table with 12 columns showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.6 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 101 | 0 | 62 | 27 | 425 | 0 | 0 | 282 | 40 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 101 | 0 | 62 | 27 | 425 | 0 | 0 | 282 | 40 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 101 | 0 | 62 | 27 | 425 | 0 | 0 | 282 | 40 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 101 | 0 | 62 | 27 | 425 | 0 | 0 | 282 | 40 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 101 | 0 | 62 | 27 | 425 | 0 | 0 | 282 | 40 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|-----|---|----|----|-----|---|---|-----|----|
| AutoPCE: | 0 | 0 | 0 | 101 | 0 | 62 | 27 | 425 | 0 | 0 | 282 | 40 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 101 | 0 | 62 | 27 | 425 | 0 | 0 | 282 | 40 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 553 | 282 | 101 | 27 |
| MaxVolume: | xxxxxx | 1048 | 1145 | 1185 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1048 | 1145 | 1185 |
| ApproachVol: | xxxxxx | 163 | 452 | 322 |
| ApproachV/C: | 1.00 | 0.16 | 0.39 | 0.27 |
| ApproachDel: | xxxxxx | 4.1 | 5.2 | 4.2 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.5 | 1.9 | 1.1 |

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[13.3]

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

1994 HCM Operations Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 5 Average Delay (sec/veh): 10.8
Optimal Cycle: 84 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and DesignQueue.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes for "B" St and "LQ" St.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module showing Vol/Sat and Crit Moves.

 IUSD High School #5 TIA
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.501
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 24 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 166 | 0 | 229 | 100 | 622 | 0 | 0 | 876 | 130 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 166 | 0 | 229 | 100 | 622 | 0 | 0 | 876 | 130 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 166 | 0 | 229 | 100 | 622 | 0 | 0 | 876 | 130 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 166 | 0 | 229 | 100 | 622 | 0 | 0 | 876 | 130 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 166 | 0 | 229 | 100 | 622 | 0 | 0 | 876 | 130 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 0 | 1700 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.13 | 0.06 | 0.18 | 0.00 | 0.00 | 0.26 | 0.08 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.986
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 184 | 22 | 255 | 148 | 87 | 29 | 20 | 2868 | 533 | 464 | 1617 | 61 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 184 | 22 | 255 | 148 | 87 | 29 | 20 | 2868 | 533 | 464 | 1617 | 61 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 184 | 22 | 255 | 148 | 87 | 29 | 20 | 2868 | 533 | 464 | 1617 | 61 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 184 | 22 | 255 | 148 | 87 | 29 | 20 | 2868 | 533 | 464 | 1617 | 61 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 184 | 22 | 255 | 148 | 87 | 29 | 20 | 2868 | 533 | 464 | 1617 | 61 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.75 | 0.25 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 1275 | 425 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.11 | 0.01 | 0.15 | 0.09 | 0.07 | 0.07 | 0.01 | 0.56 | 0.31 | 0.14 | 0.32 | 0.04 |
| Crit Moves: | | | **** | **** | | | **** | | | **** | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 218 | 0 | 0 | 568 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | Volume |
| 0.00 | 0.13 | 0.00 | 0.00 | 0.33 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.33 | V/C | | 0.00 | V/C | | 0.00 | 0.334 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.33 | RTOG | | 0.33 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.21 | |
| RTC | | 0.33 | RTC | | 0.33 | RTC | | 0.00 | RTC | | 0.15 | |
| Addl ICU | | -0.33 | Addl ICU | | -0.33 | Addl ICU | | 0.00 | Addl ICU | | -0.15 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 850 | 0 | 850 | Total Saturation |
| 0 | 161 | 0 | 134 | 434 | 0 | 0 | 0 | 0 | 17 | 0 | 42 | Volume |
| 0.00 | 0.09 | 0.00 | 0.08 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.26 | V/C | | 0.00 | V/C | | 0.02 | 0.275 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.26 | RTOG | | -0.02 | RTOG | | 0.02 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.16 | |
| RTC | | 0.19 | RTC | | 0.27 | RTC | | -0.02 | RTC | | 0.14 | |
| Addl ICU | | -0.19 | Addl ICU | | -0.27 | Addl ICU | | 0.02 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.33 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1622 | 78 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 42 | 45 | 509 | 0 | 0 | 312 | 15 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.03 | 0.30 | 0.00 | 0.00 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.30 | V/C | | 0.00 | 0.299 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.30 | RTOG | | 0.27 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.11 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.08 | RTC | | 0.30 | RTC | | 0.27 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.06 | Addl ICU | | -0.30 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | | 0.35 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1663 | 37 | Total Saturation |
| 0 | 0 | 0 | 3 | 0 | 10 | 59 | 449 | 0 | 0 | 316 | 7 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.03 | 0.26 | 0.00 | 0.00 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.26 | V/C | | 0.00 | 0.268 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.26 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.07 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.06 | RTC | | 0.27 | RTC | | 0.23 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.05 | Addl ICU | | -0.27 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.32 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 453 | 0 | 0 | 447 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | Volume |
| 0.00 | 0.27 | 0.00 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.27 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.266 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.27 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.27 | RTC | | 0.27 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | -0.27 | Addl ICU | | -0.27 | Addl ICU | | 0.03 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.03 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.34 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1213 | 487 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 74 | 308 | 0 | 0 | 426 | 171 | 154 | 0 | 21 | 0 | 0 | 0 | Volume |
| 0.04 | 0.18 | 0.00 | 0.00 | 0.35 | 0.35 | 0.09 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.04 | V/C | | 0.35 | V/C | | 0.09 | V/C | | 0.00 | 0.485 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.39 | RTOG | | 0.35 | RTOG | | 0.09 | RTOG | | -0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.04 | RTOR | | 0.21 | |
| RTC | | 0.46 | RTC | | 0.42 | RTC | | 0.12 | RTC | | 0.07 | |
| Addl ICU | | -0.46 | Addl ICU | | -0.07 | Addl ICU | | -0.11 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.54 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 462 | 0 | 0 | 729 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.27 | 0.00 | 0.00 | 0.43 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.43 | V/C | | 0.00 | V/C | | 0.00 | 0.429 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.43 | RTOG | | 0.43 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.16 | |
| RTC | | 0.43 | RTC | | 0.43 | RTC | | 0.00 | RTC | | 0.12 | |
| Addl ICU | | -0.43 | Addl ICU | | -0.30 | Addl ICU | | 0.00 | Addl ICU | | -0.12 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.48 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 2 | 3 | 0 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 3400 | 4315 | 785 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 1018 | 247 | 61 | 395 | 390 | 71 | 137 | 1084 | 558 | 280 | 939 | 166 | Volume |
| 0.30 | 0.07 | 0.04 | 0.12 | 0.09 | 0.09 | 0.04 | 0.21 | 0.33 | 0.08 | 0.18 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.30 | | V/C | 0.09 | | V/C | 0.21 | | V/C | 0.08 | | 0.685 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.27 | | RTOG | 0.09 | | RTOG | 0.21 | | RTOG | 0.25 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.11 | | RTOR | 0.30 | | RTOR | 0.32 | | |
| RTC | 0.34 | | RTC | 0.17 | | RTC | 0.44 | | RTC | 0.49 | | |
| Addl ICU | -0.30 | | Addl ICU | -0.08 | | Addl ICU | -0.11 | | Addl ICU | -0.39 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.73 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 161 | 750 | 329 | 410 | 1353 | 153 | 181 | 1693 | 323 | 308 | 1936 | 298 | Volume |
| 0.05 | 0.15 | 0.00 | 0.12 | 0.27 | 0.09 | 0.05 | 0.33 | 0.19 | 0.09 | 0.38 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.27 | V/C | | 0.05 | V/C | | 0.38 | 0.745 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.27 | RTOG | | 0.34 | RTOG | | 0.38 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.17 | |
| RTC | | 0.27 | RTC | | 0.31 | RTC | | 0.38 | RTC | | 0.50 | |
| Addl ICU | | -0.27 | Addl ICU | | -0.22 | Addl ICU | | -0.19 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 0.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 4211 | 889 | 3400 | 5100 | 1700 | 1700 | 850 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 172 | 786 | 166 | 88 | 1526 | 402 | 335 | 172 | 249 | 498 | 323 | 150 | Volume |
| 0.05 | 0.19 | 0.19 | 0.03 | 0.30 | 0.24 | 0.20 | 0.20 | 0.10 | 0.15 | 0.19 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.30 | | V/C | 0.20 | | V/C | 0.19 | | 0.737 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.32 | | RTOG | 0.30 | | RTOG | 0.24 | | RTOG | 0.19 | | Right Turn Adjustment |
| RTOR | 0.18 | | RTOR | 0.20 | | RTOR | 0.05 | | RTOR | 0.16 | | |
| RTC | 0.46 | | RTC | 0.45 | | RTC | 0.28 | | RTC | 0.31 | | |
| Addl ICU | -0.28 | | Addl ICU | -0.21 | | Addl ICU | -0.18 | | Addl ICU | -0.22 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.79 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 128 | 818 | 301 | 298 | 1734 | 362 | 259 | 597 | 141 | 613 | 804 | 87 | Volume |
| 0.04 | 0.16 | 0.18 | 0.09 | 0.26 | 0.21 | 0.08 | 0.18 | 0.08 | 0.18 | 0.24 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.26 | V/C | | 0.18 | V/C | | 0.18 | 0.649 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.26 | RTOG | | 0.18 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.12 | RTOR | | 0.04 | RTOR | | 0.13 | |
| RTC | | 0.34 | RTC | | 0.34 | RTC | | 0.20 | RTC | | 0.38 | |
| Addl ICU | | -0.16 | Addl ICU | | -0.13 | Addl ICU | | -0.12 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 269 | 0 | 449 | 0 | 0 | 0 | 0 | 844 | 760 | 475 | 1117 | 0 | Volume |
| 0.08 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.14 | 0.33 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.08 | V/C | | 0.00 | V/C | | 0.25 | V/C | | 0.14 | 0.467 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | -0.08 | RTOG | | 0.25 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.06 | RTOR | | 0.08 | RTOR | | 0.08 | |
| RTC | | 0.18 | RTC | | -0.03 | RTC | | 0.31 | RTC | | 0.45 | |
| Addl ICU | | -0.05 | Addl ICU | | 0.03 | Addl ICU | | -0.31 | Addl ICU | | -0.45 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.52 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 112 | 593 | 519 | 497 | 1039 | 117 | 284 | 1832 | 398 | 637 | 1526 | 175 | Volume |
| 0.03 | 0.12 | 0.15 | 0.15 | 0.31 | 0.07 | 0.08 | 0.27 | 0.23 | 0.19 | 0.30 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.31 | | V/C | 0.27 | | V/C | 0.19 | | 0.795 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.19 | | RTOG | 0.31 | | RTOG | 0.27 | | RTOG | 0.37 | | Right Turn Adjustment |
| RTOR | 0.19 | | RTOR | 0.16 | | RTOR | 0.03 | | RTOR | 0.22 | | |
| RTC | 0.33 | | RTC | 0.42 | | RTC | 0.29 | | RTC | 0.54 | | |
| Addl ICU | -0.18 | | Addl ICU | -0.35 | | Addl ICU | -0.06 | | Addl ICU | -0.44 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.85 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 213 | 548 | 245 | 353 | 2471 | 133 | 258 | 382 | 697 | 501 | 831 | 351 | Volume |
| 0.06 | 0.11 | 0.00 | 0.10 | 0.48 | 0.08 | 0.08 | 0.07 | 0.00 | 0.15 | 0.16 | 0.21 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.06 | V/C | | 0.48 | V/C | | 0.08 | V/C | | 0.16 | 0.786 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.44 | RTOG | | 0.48 | RTOG | | 0.09 | RTOG | | 0.16 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.08 | RTOR | | 0.06 | RTOR | | 0.44 | |
| RTC | | 0.57 | RTC | | 0.54 | RTC | | 0.14 | RTC | | 0.49 | |
| Addl ICU | | -0.57 | Addl ICU | | -0.46 | Addl ICU | | -0.14 | Addl ICU | | -0.29 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.84 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 1.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 1837 | 3263 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 261 | 1253 | 806 | 389 | 3612 | 377 | 152 | 270 | 344 | 417 | 181 | 308 | Volume |
| 0.08 | 0.18 | 0.47 | 0.11 | 0.53 | 0.22 | 0.08 | 0.08 | 0.10 | 0.12 | 0.07 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.08 | | V/C | 0.53 | | V/C | 0.08 | | V/C | 0.12 | | 0.813 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.49 | | RTOG | 0.53 | | RTOG | 0.08 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.12 | | RTOR | 0.13 | | RTOR | 0.08 | | RTOR | 0.42 | | |
| RTC | 0.59 | | RTC | 0.63 | | RTC | 0.14 | | RTC | 0.44 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.41 | | Addl ICU | -0.04 | | Addl ICU | -0.32 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.86 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 1513 | 94 | 584 | 3672 | 0 | 796 | 2 | 1215 | 0 | 0 | 0 | Volume |
| 0.00 | 0.22 | 0.06 | 0.17 | 0.54 | 0.00 | 0.19 | 0.00 | 0.48 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.54 | V/C | | 0.19 | V/C | | 0.00 | 0.727 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.37 | RTOG | | 0.54 | RTOG | | 0.19 | RTOG | | -0.19 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.19 | RTOR | | 0.00 | RTOR | | 0.32 | |
| RTC | | 0.51 | RTC | | 0.68 | RTC | | 0.19 | RTC | | 0.05 | |
| Addl ICU | | -0.45 | Addl ICU | | -0.68 | Addl ICU | | 0.29 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.29 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 1.07 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4797 | 303 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 38 | 1410 | 89 | 90 | 4156 | 158 | 54 | 4 | 50 | 73 | 10 | 79 | Volume |
| 0.02 | 0.29 | 0.29 | 0.05 | 0.81 | 0.09 | 0.03 | 0.00 | 0.03 | 0.04 | 0.01 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.81 | V/C | | 0.00 | V/C | | 0.04 | 0.883 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.78 | RTOG | | 0.81 | RTOG | | 0.00 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.02 | RTOR | | 0.54 | |
| RTC | | 0.82 | RTC | | 0.84 | RTC | | 0.02 | RTC | | 0.42 | |
| Addl ICU | | -0.52 | Addl ICU | | -0.75 | Addl ICU | | 0.01 | Addl ICU | | -0.37 | |
| | | 0.00 | | | 0.00 | | | 0.01 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.94 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 138 | 998 | 194 | 1770 | 1977 | 449 | 129 | 158 | 110 | 67 | 231 | 376 | Volume |
| 0.08 | 0.20 | 0.11 | 0.52 | 0.39 | 0.26 | 0.04 | 0.09 | 0.06 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.20 | | V/C | 0.52 | | V/C | 0.04 | | V/C | 0.14 | | 0.890 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.20 | | RTOG | 0.64 | | RTOG | 0.15 | | RTOG | 0.14 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.04 | | RTOR | 0.33 | | RTOR | 0.52 | | |
| RTC | 0.26 | | RTC | 0.66 | | RTC | 0.40 | | RTC | 0.53 | | |
| Addl ICU | -0.14 | | Addl ICU | -0.40 | | Addl ICU | -0.34 | | Addl ICU | -0.53 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.94 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 2 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 3400 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 265 | 0 | 210 | 0 | 2633 | 226 | 222 | 1989 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.06 | 0.00 | 0.39 | 0.13 | 0.07 | 0.39 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.16 | V/C | | 0.39 | V/C | | 0.07 | 0.608 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.16 | RTOG | | 0.16 | RTOG | | 0.39 | RTOG | | 0.45 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.06 | RTOR | | 0.16 | RTOR | | 0.16 | |
| RTC | | -0.11 | RTC | | 0.20 | RTC | | 0.50 | RTC | | 0.57 | |
| Addl ICU | | 0.11 | Addl ICU | | -0.14 | Addl ICU | | -0.37 | Addl ICU | | -0.57 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4663 | 437 | Total Saturation |
| 73 | 0 | 157 | 0 | 0 | 0 | 0 | 2767 | 140 | 0 | 2186 | 205 | Volume |
| 0.04 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.81 | 0.00 | 0.00 | 0.47 | 0.47 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.81 | V/C | | 0.00 | 0.857 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | -0.04 | RTOG | | 0.81 | RTOG | | 0.81 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.35 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.04 | RTC | | 0.22 | RTC | | 0.85 | RTC | | 0.85 | |
| Addl ICU | | 0.05 | Addl ICU | | -0.22 | Addl ICU | | -0.85 | Addl ICU | | -0.38 | |
| | | 0.05 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.96 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 323 | 447 | 122 | 298 | 1499 | 745 | 647 | 1604 | 921 | 341 | 1474 | 254 | Volume |
| 0.10 | 0.09 | 0.00 | 0.09 | 0.29 | 0.00 | 0.13 | 0.31 | 0.54 | 0.10 | 0.29 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.10 | V/C | | 0.29 | V/C | | 0.13 | V/C | | 0.29 | 0.800 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.30 | RTOG | | 0.29 | RTOG | | 0.32 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.13 | RTOR | | 0.10 | RTOR | | 0.30 | |
| RTC | | 0.38 | RTC | | 0.39 | RTC | | 0.39 | RTC | | 0.51 | |
| Addl ICU | | -0.38 | Addl ICU | | -0.39 | Addl ICU | | 0.15 | Addl ICU | | -0.37 | |
| | | 0.00 | | | 0.00 | | | 0.15 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 1.00 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5027 | 73 | 1700 | 590 | 1110 | 1700 | 1700 | 1700 | Total Saturation |
| 101 | 1316 | 92 | 74 | 2193 | 32 | 4 | 17 | 32 | 274 | 60 | 197 | Volume |
| 0.06 | 0.26 | 0.00 | 0.04 | 0.44 | 0.44 | 0.00 | 0.03 | 0.03 | 0.16 | 0.04 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.06 | | V/C | 0.44 | | V/C | 0.03 | | V/C | 0.16 | | 0.686 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.45 | | RTOG | 0.44 | | RTOG | 0.03 | | RTOG | 0.19 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.15 | | RTOR | 0.06 | | RTOR | 0.24 | | |
| RTC | 0.57 | | RTC | 0.55 | | RTC | 0.07 | | RTC | 0.37 | | |
| Addl ICU | -0.57 | | Addl ICU | -0.12 | | Addl ICU | -0.04 | | Addl ICU | -0.25 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.74 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 4931 | 169 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 166 | 1320 | 234 | 113 | 2163 | 74 | 13 | 12 | 29 | 401 | 41 | 109 | Volume |
| 0.10 | 0.26 | 0.00 | 0.03 | 0.44 | 0.44 | 0.01 | 0.01 | 0.00 | 0.12 | 0.02 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.10 | | V/C | 0.44 | | V/C | 0.01 | | V/C | 0.12 | | 0.661 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.50 | | RTOG | 0.44 | | RTOG | 0.01 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.12 | | RTOR | 0.10 | | RTOR | 0.10 | | RTOR | 0.28 | | |
| RTC | 0.59 | | RTC | 0.51 | | RTC | 0.08 | | RTC | 0.33 | | |
| Addl ICU | -0.59 | | Addl ICU | -0.08 | | Addl ICU | -0.08 | | Addl ICU | -0.26 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.71 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2749 | 651 | Total Saturation |
| 5 | 1085 | 121 | 92 | 1194 | 1160 | 612 | 168 | 10 | 200 | 431 | 102 | Volume |
| 0.00 | 0.21 | 0.00 | 0.03 | 0.23 | 0.00 | 0.18 | 0.05 | 0.01 | 0.06 | 0.16 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.21 | V/C | | 0.23 | V/C | | 0.18 | V/C | | 0.16 | 0.784 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.23 | RTOG | | 0.28 | RTOG | | 0.16 | Right Turn Adjustment |
| RTOR | | 0.29 | RTOR | | 0.18 | RTOR | | 0.01 | RTOR | | 0.02 | |
| RTC | | 0.43 | RTC | | 0.37 | RTC | | 0.28 | RTC | | 0.18 | |
| Addl ICU | | -0.43 | Addl ICU | | -0.37 | Addl ICU | | -0.28 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3903 | 345 | 0 | 1176 | 0 | 0 | 0 | 7 | 167 | 0 | 1458 | Volume |
| 0.00 | 0.57 | 0.00 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.29 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.57 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.10 | 0.672 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.57 | RTOG | | 0.57 | RTOG | | -0.10 | RTOG | | 0.10 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.10 | RTOR | | 0.34 | RTOR | | 0.00 | |
| RTC | | 0.65 | RTC | | 0.65 | RTC | | 0.16 | RTC | | 0.10 | |
| Addl ICU | | -0.65 | Addl ICU | | -0.65 | Addl ICU | | -0.16 | Addl ICU | | 0.19 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.19 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.91 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 1478 | 0 | 0 | 996 | 414 | 2676 | 0 | 547 | 0 | 0 | 0 | Volume |
| 0.00 | 0.29 | 0.00 | 0.00 | 0.20 | 0.00 | 0.52 | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.29 | V/C | | 0.00 | V/C | | 0.52 | V/C | | 0.00 | 0.815 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.29 | RTOG | | 0.29 | RTOG | | 0.52 | RTOG | | -0.52 | Right Turn Adjustment |
| RTOR | | 0.52 | RTOR | | 0.52 | RTOR | | 0.09 | RTOR | | 0.00 | |
| RTC | | 0.68 | RTC | | 0.68 | RTC | | 0.60 | RTC | | -0.52 | |
| Addl ICU | | -0.68 | Addl ICU | | -0.68 | Addl ICU | | -0.27 | Addl ICU | | 0.52 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.86 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 307 | 0 | 447 | 0 | 792 | 392 | 427 | 1255 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.18 | 0.00 | 0.13 | 0.00 | 0.23 | 0.23 | 0.13 | 0.37 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.37 | 0.550 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.18 | RTOG | | 0.18 | RTOG | | 0.24 | RTOG | | 0.37 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.00 | RTOR | | 0.18 | RTOR | | 0.18 | |
| RTC | | -0.08 | RTC | | 0.18 | RTC | | 0.38 | RTC | | 0.50 | |
| Addl ICU | | 0.08 | Addl ICU | | -0.05 | Addl ICU | | -0.15 | Addl ICU | | -0.50 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.60 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 281 | 0 | 642 | 0 | 0 | 0 | 0 | 1082 | 38 | 113 | 1399 | 0 | Volume |
| 0.08 | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.32 | 0.00 | 0.07 | 0.41 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.41 | 0.494 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | -0.08 | RTOG | | 0.35 | RTOG | | 0.41 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.08 | |
| RTC | | 0.15 | RTC | | -0.08 | RTC | | 0.41 | RTC | | 0.47 | |
| Addl ICU | | 0.04 | Addl ICU | | 0.08 | Addl ICU | | -0.41 | Addl ICU | | -0.47 | |
| | | 0.04 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.58 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 234 | 19 | 109 | 162 | 69 | 20 | 20 | 993 | 194 | 436 | 1354 | 28 | Volume |
| 0.14 | 0.01 | 0.06 | 0.10 | 0.02 | 0.01 | 0.01 | 0.29 | 0.11 | 0.26 | 0.40 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.14 | V/C | | 0.02 | V/C | | 0.29 | V/C | | 0.26 | 0.706 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.06 | RTOG | | 0.02 | RTOG | | 0.29 | RTOG | | 0.54 | Right Turn Adjustment |
| RTOR | | 0.26 | RTOR | | 0.15 | RTOR | | 0.14 | RTOR | | 0.15 | |
| RTC | | 0.26 | RTC | | 0.13 | RTC | | 0.40 | RTC | | 0.65 | |
| Addl ICU | | -0.19 | Addl ICU | | -0.12 | Addl ICU | | -0.28 | Addl ICU | | -0.63 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.76 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 0.5 | 0.0 | 0.5 | 0.5 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 1305 | 395 | 505 | 392 | 1308 | 373 | Total Saturation |
| 27 | 162 | 5 | 46 | 596 | 227 | 43 | 13 | 19 | 18 | 60 | 47 | Volume |
| 0.03 | 0.10 | 0.01 | 0.05 | 0.35 | 0.27 | 0.03 | 0.04 | 0.04 | 0.05 | 0.06 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.03 | V/C | | 0.35 | V/C | | 0.03 | V/C | | 0.06 | 0.479 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.33 | RTOG | | 0.35 | RTOG | | 0.05 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.29 | |
| RTC | | 0.37 | RTC | | 0.38 | RTC | | 0.07 | RTC | | 0.28 | |
| Addl ICU | | -0.37 | Addl ICU | | -0.11 | Addl ICU | | -0.04 | Addl ICU | | -0.22 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.53 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 1 | 2 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 1700 | 3400 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 144 | 54 | 86 | 343 | 448 | 631 | 187 | 2490 | 333 | 128 | 1810 | 81 | Volume |
| 0.04 | 0.02 | 0.05 | 0.20 | 0.26 | 0.19 | 0.06 | 0.49 | 0.20 | 0.04 | 0.35 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.26 | V/C | | 0.49 | V/C | | 0.04 | 0.832 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.26 | RTOG | | 0.49 | RTOG | | 0.47 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.17 | RTOR | | 0.04 | RTOR | | 0.29 | |
| RTC | | 0.13 | RTC | | 0.39 | RTC | | 0.52 | RTC | | 0.69 | |
| Addl ICU | | -0.08 | Addl ICU | | -0.21 | Addl ICU | | -0.32 | Addl ICU | | -0.64 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.88 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3285 | 115 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3221 | 179 | Total Saturation |
| 99 | 57 | 2 | 20 | 362 | 839 | 744 | 343 | 624 | 30 | 613 | 34 | Volume |
| 0.03 | 0.02 | 0.02 | 0.01 | 0.11 | 0.49 | 0.22 | 0.10 | 0.37 | 0.02 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.03 | | V/C | 0.11 | | V/C | 0.22 | | V/C | 0.19 | | 0.545 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.11 | | RTOG | 0.39 | | RTOG | 0.19 | | Right Turn Adjustment |
| RTOR | 0.31 | | RTOR | 0.22 | | RTOR | 0.03 | | RTOR | 0.12 | | |
| RTC | 0.36 | | RTC | 0.27 | | RTC | 0.41 | | RTC | 0.28 | | |
| Addl ICU | -0.34 | | Addl ICU | 0.22 | | Addl ICU | -0.05 | | Addl ICU | -0.09 | | |
| | 0.00 | | | 0.22 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.82 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 419 | 0 | 143 | 74 | 960 | 0 | 0 | 568 | 130 | Volume |
| 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.08 | 0.04 | 0.28 | 0.00 | 0.00 | 0.17 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.28 | V/C | | 0.00 | 0.406 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.12 | RTOG | | 0.12 | RTOG | | 0.28 | RTOG | | 0.24 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.12 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | -0.12 | RTC | | 0.21 | RTC | | 0.37 | RTC | | 0.33 | |
| Addl ICU | | 0.12 | Addl ICU | | -0.13 | Addl ICU | | -0.37 | Addl ICU | | -0.25 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.46 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 168 | 0 | 57 | 0 | 0 | 0 | 0 | 3312 | 404 | 164 | 1798 | 0 | Volume |
| 0.10 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.65 | 0.24 | 0.10 | 0.35 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.10 | V/C | | 0.00 | V/C | | 0.65 | V/C | | 0.10 | 0.845 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | -0.10 | RTOG | | 0.65 | RTOG | | 0.75 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.39 | RTOR | | 0.10 | RTOR | | 0.10 | |
| RTC | | 0.17 | RTC | | 0.20 | RTC | | 0.72 | RTC | | 0.82 | |
| Addl ICU | | -0.14 | Addl ICU | | -0.20 | Addl ICU | | -0.49 | Addl ICU | | -0.82 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.89 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 148 | 609 | 147 | 251 | 313 | 248 | 242 | 544 | 72 | 145 | 1007 | 448 | Volume |
| 0.09 | 0.18 | 0.09 | 0.07 | 0.09 | 0.15 | 0.07 | 0.16 | 0.04 | 0.04 | 0.30 | 0.26 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.18 | V/C | | 0.07 | V/C | | 0.07 | V/C | | 0.30 | 0.620 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.17 | RTOG | | 0.32 | RTOG | | 0.30 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.07 | RTOR | | 0.16 | RTOR | | 0.07 | |
| RTC | | 0.33 | RTC | | 0.22 | RTC | | 0.45 | RTC | | 0.35 | |
| Addl ICU | | -0.25 | Addl ICU | | -0.07 | Addl ICU | | -0.40 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.67 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 761 | 696 | 284 | 75 | 284 | 204 | 281 | 1077 | 454 | 184 | 1183 | 117 | Volume |
| 0.22 | 0.20 | 0.17 | 0.04 | 0.08 | 0.12 | 0.08 | 0.21 | 0.00 | 0.05 | 0.23 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.22 | V/C | | 0.08 | V/C | | 0.08 | V/C | | 0.23 | 0.622 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.26 | RTOG | | 0.08 | RTOG | | 0.26 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.08 | RTOR | | 0.22 | RTOR | | 0.10 | |
| RTC | | 0.34 | RTC | | 0.15 | RTC | | 0.43 | RTC | | 0.31 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.03 | Addl ICU | | -0.43 | Addl ICU | | -0.24 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.67 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 1700 | 7111 | 1389 | 3400 | 1700 | 3400 | 3400 | 2550 | 850 | Total Saturation |
| 986 | 966 | 73 | 57 | 2395 | 468 | 137 | 43 | 229 | 29 | 51 | 17 | Volume |
| 0.29 | 0.14 | 0.04 | 0.03 | 0.34 | 0.34 | 0.04 | 0.03 | 0.07 | 0.01 | 0.02 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.29 | V/C | | 0.34 | V/C | | 0.04 | V/C | | 0.02 | 0.687 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.59 | RTOG | | 0.34 | RTOG | | 0.05 | RTOG | | 0.02 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.29 | RTOR | | 0.48 | |
| RTC | | 0.62 | RTC | | 0.37 | RTC | | 0.27 | RTC | | 0.38 | |
| Addl ICU | | -0.58 | Addl ICU | | -0.03 | Addl ICU | | -0.20 | Addl ICU | | -0.36 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.74 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | |
| 3400 | 164 | 1536 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 | |
| 321 | 8 | 75 | 75 | 86 | 312 | 16 | 1102 | 164 | 43 | 1441 | 0 | |
| 0.09 | 0.05 | 0.05 | 0.04 | 0.05 | 0.18 | 0.01 | 0.32 | 0.10 | 0.03 | 0.42 | 0.00 | |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.09 | V/C | | 0.05 | V/C | | 0.01 | V/C | | 0.42 | 0.578 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.05 | RTOG | | 0.41 | RTOG | | 0.42 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.01 | RTOR | | 0.09 | RTOR | | 0.10 | |
| RTC | | 0.18 | RTC | | 0.06 | RTC | | 0.48 | RTC | | 0.50 | |
| Addl ICU | | -0.13 | Addl ICU | | 0.13 | Addl ICU | | -0.38 | Addl ICU | | -0.50 | |
| | | 0.00 | | | 0.13 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.75 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 72 | 68 | 150 | 491 | 111 | 208 | 102 | 2893 | 68 | 101 | 1646 | 177 | Volume |
| 0.04 | 0.04 | 0.09 | 0.14 | 0.07 | 0.12 | 0.06 | 0.57 | 0.04 | 0.06 | 0.32 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.14 | V/C | | 0.57 | V/C | | 0.06 | 0.811 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.14 | RTOG | | 0.57 | RTOG | | 0.57 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.30 | RTOR | | 0.12 | RTOR | | 0.14 | |
| RTC | | 0.08 | RTC | | 0.37 | RTC | | 0.66 | RTC | | 0.67 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.25 | Addl ICU | | -0.62 | Addl ICU | | -0.57 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.86 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2822 | 578 | 1700 | 3099 | 301 | 1700 | 181 | 1519 | 1700 | 1551 | 149 | Total Saturation |
| 82 | 200 | 41 | 5 | 691 | 67 | 5 | 5 | 42 | 129 | 52 | 5 | Volume |
| 0.05 | 0.07 | 0.07 | 0.00 | 0.22 | 0.22 | 0.00 | 0.03 | 0.03 | 0.08 | 0.03 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.05 | V/C | | 0.22 | V/C | | 0.03 | V/C | | 0.08 | 0.375 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.22 | RTOG | | 0.03 | RTOG | | 0.10 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.07 | RTOR | | 0.05 | RTOR | | 0.20 | |
| RTC | | 0.33 | RTC | | 0.28 | RTC | | 0.06 | RTC | | 0.25 | |
| Addl ICU | | -0.25 | Addl ICU | | -0.05 | Addl ICU | | -0.04 | Addl ICU | | -0.22 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.42 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | Total Saturation |
| 65 | 301 | 286 | 151 | 827 | 16 | 5 | 125 | 18 | 173 | 39 | 12 | Volume |
| 0.08 | 0.18 | 0.34 | 0.18 | 0.49 | 0.02 | 0.01 | 0.07 | 0.02 | 0.20 | 0.02 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.08 | V/C | | 0.49 | V/C | | 0.07 | V/C | | 0.20 | 0.840 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.39 | RTOG | | 0.49 | RTOG | | 0.07 | RTOG | | 0.27 | Right Turn Adjustment |
| RTOR | | 0.20 | RTOR | | 0.25 | RTOR | | 0.08 | RTOR | | 0.39 | |
| RTC | | 0.54 | RTC | | 0.68 | RTC | | 0.13 | RTC | | 0.56 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.66 | Addl ICU | | -0.11 | Addl ICU | | -0.55 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.89 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3292 | 108 | 1700 | 2625 | 775 | 1700 | 189 | 1511 | 1700 | 1314 | 386 | Total Saturation |
| 15 | 153 | 5 | 5 | 650 | 192 | 17 | 5 | 40 | 73 | 17 | 5 | Volume |
| 0.01 | 0.05 | 0.05 | 0.00 | 0.25 | 0.25 | 0.01 | 0.03 | 0.03 | 0.04 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.25 | V/C | | 0.03 | V/C | | 0.04 | 0.326 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.25 | RTOG | | 0.25 | RTOG | | 0.03 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.06 | RTOR | | 0.01 | RTOR | | 0.21 | |
| RTC | | 0.29 | RTC | | 0.29 | RTC | | 0.03 | RTC | | 0.22 | |
| Addl ICU | | -0.24 | Addl ICU | | -0.04 | Addl ICU | | -0.01 | Addl ICU | | -0.20 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 937 | 763 | 850 | 1580 | 120 | 850 | 1536 | 164 | 850 | 1221 | 479 | Total Saturation |
| 12 | 54 | 44 | 59 | 185 | 14 | 13 | 441 | 47 | 12 | 245 | 96 | Volume |
| 0.01 | 0.06 | 0.06 | 0.07 | 0.12 | 0.12 | 0.02 | 0.29 | 0.29 | 0.01 | 0.20 | 0.20 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.12 | V/C | | 0.29 | V/C | | 0.01 | 0.432 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.06 | RTOG | | 0.12 | RTOG | | 0.29 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.10 | RTOR | | 0.01 | RTOR | | 0.07 | |
| RTC | | 0.07 | RTC | | 0.19 | RTC | | 0.30 | RTC | | 0.34 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.08 | Addl ICU | | -0.01 | Addl ICU | | -0.14 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.48 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 218 | 0 | 149 | 0 | 0 | 0 | 0 | 2913 | 130 | 28 | 1897 | 0 | Volume |
| 0.13 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.57 | 0.08 | 0.02 | 0.37 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.57 | V/C | | 0.02 | 0.716 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | -0.13 | RTOG | | 0.57 | RTOG | | 0.59 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.22 | RTOR | | 0.13 | RTOR | | 0.13 | |
| RTC | | 0.14 | RTC | | 0.03 | RTC | | 0.67 | RTC | | 0.68 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.03 | Addl ICU | | -0.59 | Addl ICU | | -0.68 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 15 | 40 | 0 | 0 | 26 | 163 | 71 | 0 | 18 | 0 | 0 | 0 | Volume |
| 0.01 | 0.02 | 0.00 | 0.00 | 0.02 | 0.10 | 0.04 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.01 | V/C | | 0.02 | V/C | | 0.04 | V/C | | 0.00 | 0.066 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.02 | RTOG | | 0.04 | RTOG | | -0.04 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.06 | RTC | | 0.05 | RTC | | 0.05 | RTC | | -0.04 | |
| Addl ICU | | -0.06 | Addl ICU | | 0.05 | Addl ICU | | -0.04 | Addl ICU | | 0.04 | |
| | | 0.00 | | | 0.05 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.17 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 102 | 1598 | 0 | 0 | 1489 | 211 | Total Saturation |
| 0 | 0 | 0 | 101 | 0 | 62 | 27 | 425 | 0 | 0 | 282 | 40 | Volume |
| 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.07 | 0.27 | 0.27 | 0.00 | 0.00 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.27 | V/C | | 0.19 | 0.574 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.12 | RTOG | | 0.12 | RTOG | | 0.46 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.27 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | 0.02 | RTC | | 0.32 | RTC | | 0.54 | RTC | | 0.28 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.25 | Addl ICU | | -0.54 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.62 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1511 | 189 | Total Saturation |
| 0 | 0 | 0 | 29 | 0 | 48 | 33 | 509 | 0 | 0 | 256 | 32 | Volume |
| 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.06 | 0.02 | 0.30 | 0.00 | 0.00 | 0.17 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.30 | V/C | | 0.00 | 0.334 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.03 | RTOG | | 0.03 | RTOG | | 0.30 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.13 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | -0.03 | RTC | | 0.13 | RTC | | 0.33 | RTC | | 0.31 | |
| Addl ICU | | 0.03 | Addl ICU | | -0.08 | Addl ICU | | -0.33 | Addl ICU | | -0.14 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 47 | 5 | 80 | 218 | 34 | 127 | 46 | 3389 | 45 | 39 | 1749 | 27 | Volume |
| 0.03 | 0.00 | 0.05 | 0.13 | 0.02 | 0.07 | 0.03 | 0.66 | 0.03 | 0.02 | 0.34 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.13 | V/C | | 0.66 | V/C | | 0.02 | 0.819 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.10 | RTOG | | 0.66 | RTOG | | 0.66 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.34 | RTOR | | 0.11 | RTOR | | 0.13 | |
| RTC | | 0.02 | RTC | | 0.36 | RTC | | 0.75 | RTC | | 0.76 | |
| Addl ICU | | 0.03 | Addl ICU | | -0.29 | Addl ICU | | -0.72 | Addl ICU | | -0.74 | |
| | | 0.03 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.90 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1563 | 137 | 1700 | 1591 | 109 | 1700 | 1501 | 199 | 1700 | 1178 | 522 | Total Saturation |
| 5 | 57 | 5 | 94 | 320 | 22 | 12 | 453 | 60 | 8 | 239 | 106 | Volume |
| 0.00 | 0.04 | 0.04 | 0.06 | 0.20 | 0.20 | 0.01 | 0.30 | 0.30 | 0.00 | 0.20 | 0.20 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.20 | V/C | | 0.30 | V/C | | 0.00 | 0.511 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.20 | RTOG | | 0.30 | RTOG | | 0.30 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.10 | RTOR | | 0.00 | RTOR | | 0.17 | |
| RTC | | 0.15 | RTC | | 0.28 | RTC | | 0.30 | RTC | | 0.43 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.08 | Addl ICU | | 0.00 | Addl ICU | | -0.22 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.56 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 166 | 0 | 229 | 100 | 622 | 0 | 0 | 876 | 130 | Volume |
| 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.13 | 0.06 | 0.18 | 0.00 | 0.00 | 0.26 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.10 | | V/C | 0.06 | | V/C | 0.26 | | 0.414 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.10 | | RTOG | 0.10 | | RTOG | 0.32 | | RTOG | 0.26 | | Right Turn Adjustment |
| RTOR | 0.13 | | RTOR | 0.06 | | RTOR | 0.10 | | RTOR | 0.10 | | |
| RTC | 0.00 | | RTC | 0.14 | | RTC | 0.39 | | RTC | 0.33 | | |
| Addl ICU | 0.00 | | Addl ICU | -0.01 | | Addl ICU | -0.39 | | Addl ICU | -0.25 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.46 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1275 | 425 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 184 | 22 | 255 | 148 | 87 | 29 | 20 | 2868 | 533 | 464 | 1617 | 61 | Volume |
| 0.11 | 0.01 | 0.15 | 0.09 | 0.07 | 0.07 | 0.01 | 0.56 | 0.31 | 0.14 | 0.32 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.11 | | V/C | 0.07 | | V/C | 0.56 | | V/C | 0.14 | | 0.875 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.09 | | RTOG | 0.07 | | RTOG | 0.56 | | RTOG | 0.69 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.38 | | RTOR | 0.11 | | RTOR | 0.16 | | |
| RTC | 0.19 | | RTC | 0.35 | | RTC | 0.64 | | RTC | 0.81 | | |
| Addl ICU | -0.04 | | Addl ICU | -0.29 | | Addl ICU | -0.33 | | Addl ICU | -0.77 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.93 |

INTERSECTION ANALYSIS WORKSHEETS

**POST YEAR 2035 – WITH PROJECT
2011 APPROVED PROJECT
PM PEAK HOUR**

IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Impact Analysis Report
 Level Of Service

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|------|-------------|---------|--------|-------------|---------|--------------|
| | LOS | Del/ Veh | V/ C | LOS | Del/ Veh | V/ C | |
| # 1 "B" St & Driveway 1 | B | 10.4 | 0.006 | B | 10.4 | 0.006 | + 0.000 D/V |
| # 2 "B" St & Driveway 2 | A | 10.0 | 0.025 | A | 10.0 | 0.025 | + 0.000 D/V |
| # 3 Driveway 3 & "LQ" St | B | 10.5 | 0.031 | B | 10.5 | 0.031 | + 0.000 D/V |
| # 4 Driveway 4 & "LQ" St | B | 11.3 | 0.011 | B | 11.3 | 0.011 | + 0.000 D/V |
| # 5 "LQ" St & Driveway 5 | B | 10.7 | 0.041 | B | 10.7 | 0.041 | + 0.000 D/V |
| # 6 "LQ" St & Driveway 6 | D | 25.6 | 0.334 | D | 25.6 | 0.334 | + 0.000 D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 D/V |
| #282 Jeffrey Rd & Portola Pkwy | D | xxxxxx | 0.819 | D | xxxxxx | 0.819 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxxx | 0.973 | E | xxxxxx | 0.973 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | C | xxxxxx | 0.798 | C | xxxxxx | 0.798 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | D | xxxxxx | 0.900 | D | xxxxxx | 0.900 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | B | xxxxxx | 0.638 | B | xxxxxx | 0.638 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | D | xxxxxx | 0.827 | D | xxxxxx | 0.827 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | E | xxxxxx | 0.902 | E | xxxxxx | 0.902 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | E | 61.7 | 1.084 | E | 61.7 | 1.084 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 17.4 | 0.868 | B | 17.4 | 0.868 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxxx | 1.191 | F | xxxxxx | 1.191 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | A | 7.3 | 0.587 | A | 7.3 | 0.587 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 18.4 | 0.909 | B | 18.4 | 0.909 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | F | xxxxxx | 1.056 | F | xxxxxx | 1.056 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | B | xxxxxx | 0.677 | B | xxxxxx | 0.677 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx | 0.588 | A | xxxxxx | 0.588 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | C | xxxxxx | 0.796 | C | xxxxxx | 0.796 | + 0.000 V/C |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|-------------|-----------|-------|-------------|-----------|-------|--------------|
| | Del/ LOS | V/ Veh | C | Del/ LOS | V/ Veh | C | |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | A | 7.8 | 0.588 | A | 7.8 | 0.588 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 22.9 | 0.849 | C | 22.9 | 0.849 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | E | xxxxx | 0.998 | E | xxxxx | 0.998 | + 0.000 V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 12.4 | 0.552 | B | 12.4 | 0.552 | + 0.000 D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | C | 20.8 | 0.590 | C | 20.8 | 0.590 | + 0.000 D/V |
| #556 Ridge Valley & Portola Pkwy | E | xxxxx | 0.911 | E | xxxxx | 0.911 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 2.7 | 0.247 | A | 2.7 | 0.247 | + 0.000 V/C |
| #558 "O" St & Irvine Blvd | E | xxxxx | 0.905 | E | xxxxx | 0.905 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | C | xxxxx | 0.740 | C | xxxxx | 0.740 | + 0.000 V/C |
| #560 "O" St & Marine Wy | B | xxxxx | 0.645 | B | xxxxx | 0.645 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | D | xxxxx | 0.810 | D | xxxxx | 0.810 | + 0.000 V/C |
| #566 Marine Wy & Barranca Pkwy | B | xxxxx | 0.664 | B | xxxxx | 0.664 | + 0.000 V/C |
| #567 Marine Wy & Alton Pkwy | C | xxxxx | 0.707 | C | xxxxx | 0.707 | + 0.000 V/C |
| #569 Bake Pkwy & Marine Wy | D | xxxxx | 0.813 | D | xxxxx | 0.813 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | B | xxxxx | 0.665 | B | xxxxx | 0.665 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | E | xxxxx | 0.901 | E | xxxxx | 0.901 | + 0.000 V/C |
| #603 "O" St & "LN" St | A | xxxxx | 0.383 | A | xxxxx | 0.383 | + 0.000 V/C |
| #605 "O" St & "LQ" St | A | 3.2 | 0.407 | A | 3.2 | 0.407 | + 0.000 V/C |
| #608 "O" St & "LV" St | A | xxxxx | 0.336 | A | xxxxx | 0.336 | + 0.000 V/C |
| #626 "LY" St & "LQ" St | A | 4.7 | 0.326 | A | 4.7 | 0.326 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | B | xxxxx | 0.698 | B | xxxxx | 0.698 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A | 9.7 | 0.141 | A | 9.7 | 0.141 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A | 4.4 | 0.339 | A | 4.4 | 0.339 | + 0.000 V/C |
| #787 "Z" St & "LQ" St | B | 13.9 | 0.087 | B | 13.9 | 0.087 | + 0.000 D/V |
| #790 "Z" St & Irvine Blvd | B | 7.2 | 0.795 | B | 7.2 | 0.795 | + 0.000 D/V |

IUSD High School #5 TIA
Post Year 2035 With Project
2011 Approved Project

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #798 "B" St & "LQ" St | A xxxxx | 0.381 | A xxxxx | 0.381 | + 0.000 V/C |
| #799 "B" St & Marine Wy | B xxxxx | 0.611 | B xxxxx | 0.611 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | E xxxxx | 0.920 | E xxxxx | 0.920 | + 0.000 V/C |

IUSD High School #5 TIA
Post Year 2035 With Project
2011 Approved Project

Signal Warrant Summary Report

| Intersection | Base Met | Future Met |
|---------------------------|-------------|-------------|
| | [Del / Vol] | [Del / Vol] |
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 381 | 0 | 0 | 188 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 10.4 | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=4]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=573]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|---|---|-----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 381 | | 0 | 0 | | 188 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 4 |
| Major Street Volume: | | | | | 569 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 4 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 370 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|--------------|-----|---|--------------|----|-----|------------|---|---|------------|---|---|---|---|----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 195 | 0 | 0 | 29 | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 21 | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 10.0 | | | | | | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=413]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|----|---|-----|------------|---|---|---|------------|---|---|---|---|---|---|----|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | | 195 | | 0 | 29 | | 159 | | 0 | 0 | | 0 | | 0 | 9 | | 0 | | 21 |
| Major Street Volume: | | | | | 383 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 30 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 615 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
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Peak Hour Delay Signal Warrant Report

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Lanes, Final Volume, and Approach Del.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=21]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=701]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | | 10 | 300 | 0 | | | 0 | 367 | 3 | | |
| Major Street Volume: | | | | | 680 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 21 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 418 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|----|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 5 | 5 | 13 | 288 | 0 | 0 | 0 | 0 | 365 | 5 | 5 | 5 |
| ApproachDel: | xxxxxx | | | | 11.3 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=7]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=678]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|-----|---|---|--------------|-----|---|---|
| Movement: | L | T | R | | L | T | R | | L | T | R | | L | T | R | |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 5 | 13 | 288 | 0 | 0 | 0 | 365 | 5 | 5 |
| Major Street Volume: | | | | | | | | | | | | | 671 | | | |
| Minor Approach Volume: | | | | | | | | | | | | | 7 | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | | | 422 | | | |

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 290 | 0 | 0 | 399 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 10.7 | | | xxxxxx | | | | | | | | | | |

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=27]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=716]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|---|---|-----|------------|---|---|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 290 | | 0 | 0 | | 399 | | 0 | 0 | | 0 | | 27 | 0 | | 0 | | 0 |
| Major Street Volume: | 689 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 27 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 319 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
Post Year 2035 With Project
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Peak Hour Delay Signal Warrant Report

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Del.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=90]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1190]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|----|------------|---|----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 13 | 662 | 0 | 0 | 0 | 0 | 388 | 37 | 79 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | 1100 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 90 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 333 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 741 | 0 | 0 | 466 | 48 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | |
|----------------------------------|--------------|-----|---|---|--------------|-----|----|---|------------|---|---|---|------------|---|---|---|---|
| Movement: | L | T | R | | L | T | R | | L | T | R | | L | T | R | | |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 741 | 0 | 0 | 0 | 466 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Major Street Volume: | 1255 | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 0 | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 207 | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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IUSD High School #5 TIA
Post Year 2035 With Project
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Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, FinalVolume, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=138]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=395]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|----|---|--------------|----|-----|------------|---|----|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 24 | 52 | 0 | 0 | 31 | 150 | 121 | 0 | 17 | 0 | 0 | 0 | 0 | | | | | |
| Major Street Volume: | 257 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 138 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 958 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|----|---|---|--------------|---|----|-----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 28 | | 40 | 296 | 0 | | | 0 | 377 | 19 | | |
| ApproachDel: | xxxxxx | | | | 13.9 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=60]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=792]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|-------------|---|---|-------------|---|----|--------------|-----|---|--------------|-----|----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 32 | 0 | 28 | 40 | 296 | 0 | 0 | 377 | 19 | | | | | | |
| Major Street Volume: | 732 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 60 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 392 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 5 rows of adjustment factors.

Critical Gap Module table with 12 columns and 2 rows of gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity and volume data.

Level of Service Module table with 12 columns and 8 rows of LOS and delay data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: A[10.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustment factors for each approach.

Critical Gap Module table with 12 columns showing critical gap and follow-up time values.

Capacity Module table with 12 columns showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns showing delay, LOS, and shared queue information.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[10.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 6 rows of volume data.

Critical Gap Module table with 12 columns and 2 rows of gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity and volume data.

Level of Service Module table with 12 columns and 8 rows of LOS and delay data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[11.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 7 rows of volume-related data.

Critical Gap Module table with 12 columns and 2 rows of critical gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity-related data.

Level of Service Module table with 12 columns and 8 rows of level of service and delay data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B [10.7]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows for Critical Gap and FollowUpTime.

Capacity Module table with 12 columns and 4 rows for Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 8 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: D[25.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustment factors for each bound.

Critical Gap Module table with 12 columns showing critical gap and follow-up time for each bound.

Capacity Module table with 12 columns showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns showing delay, LOS, and shared queue information.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module table with 12 columns representing critical gap and follow-up time components.

Capacity Module table with 12 columns representing capacity components like Conflict Vol, Potent Cap., etc.

Level of Service Module table with 12 columns representing LOS components like 2Way95thQ, Control Del, etc.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.973
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 169 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors across four directions.

Saturation Flow Module: Table with 12 columns for saturation flow and adjustment factors across four directions.

Capacity Analysis Module: Table with 12 columns for capacity and critical moves across four directions.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 87 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.638
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 675 | 0 | 415 | 0 | 0 | 0 | 0 | 889 | 268 | 435 | 1029 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 675 | 0 | 415 | 0 | 0 | 0 | 0 | 889 | 268 | 435 | 1029 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 675 | 0 | 415 | 0 | 0 | 0 | 0 | 889 | 0 | 435 | 1029 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 675 | 0 | 415 | 0 | 0 | 0 | 0 | 889 | 0 | 435 | 1029 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 675 | 0 | 415 | 0 | 0 | 0 | 0 | 889 | 0 | 435 | 1029 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.20 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.26 | 0.00 | 0.13 | 0.30 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.902
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: E

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for North Bound, South Bound, East Bound, West Bound. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for North Bound, South Bound, East Bound, West Bound. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for North Bound, South Bound, East Bound, West Bound. Rows include Vol/Sat and Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.084
Loss Time (sec): 0 Average Delay (sec/veh): 61.7
Optimal Cycle: 180 Level Of Service: E

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 0 Average Delay (sec/veh): 17.4
Optimal Cycle: 173 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.191
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 0 Average Delay (sec/veh): 7.3
Optimal Cycle: 55 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.909
Loss Time (sec): 0 Average Delay (sec/veh): 18.4
Optimal Cycle: 180 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, etc.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.056
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 0 Average Delay (sec/veh): 7.8
Optimal Cycle: 55 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 0 Average Delay (sec/veh): 22.9
Optimal Cycle: 151 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.998
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 0 Average Delay (sec/veh): 12.4
Optimal Cycle: 51 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.590
Loss Time (sec): 0 Average Delay (sec/veh): 20.8
Optimal Cycle: 56 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.911
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors across four directions.

Saturation Flow Module: Table with 12 columns for saturation flow and adjustment factors.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.7 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Yield Sign), Lanes (2, 2, 1, 1)

Volume Module:

Table with 13 columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume

PCE Module:

Table with 13 columns: AutoPCE, TruckPCE, ComboPCE, BicyclePCE, AdjVolume

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns: CircVolume, MaxVolume, PedVolume, AdjMaxVol, ApproachVol, ApproachV/C, ApproachDel, ApproachLOS, Queue

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.905
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: E

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat., etc.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, OvlAdjV/S, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for various volume and adjustment factors across four directions.

Saturation Flow Module table with 12 columns for saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns for capacity analysis metrics.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume per saturation and critical moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume categories and 12 rows of adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 2 rows of capacity analysis data.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.901
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.383
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 19 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 51 | 584 | 111 | 5 | 463 | 17 | 52 | 46 | 101 | 67 | 15 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 51 | 584 | 111 | 5 | 463 | 17 | 52 | 46 | 101 | 67 | 15 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 51 | 584 | 111 | 5 | 463 | 17 | 52 | 46 | 101 | 67 | 15 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 51 | 584 | 111 | 5 | 463 | 17 | 52 | 46 | 101 | 67 | 15 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 51 | 584 | 111 | 5 | 463 | 17 | 52 | 46 | 101 | 67 | 15 | 5 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.68 | 0.32 | 1.00 | 1.93 | 0.07 | 1.00 | 0.31 | 0.69 | 1.00 | 0.75 | 0.25 |
| Final Sat.: | 1700 | 2857 | 543 | 1700 | 3280 | 120 | 1700 | 532 | 1168 | 1700 | 1275 | 425 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.20 | 0.20 | 0.00 | 0.14 | 0.14 | 0.03 | 0.09 | 0.09 | 0.04 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.2 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control (Yield Sign) and Lanes (2, 2, 1, 1).

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

PCE Module:

Table with 13 columns representing different PCE (Passenger Car Equivalent) volumes. Rows include AutoPCE, TruckPCE, ComboPCE, BicyclePCE, and AdjVolume.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics. Rows include CircVolume, MaxVolume, PedVolume, AdjMaxVol, ApproachVol, ApproachV/C, ApproachDel, ApproachLOS, and Queue.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.336
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.7 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module:

Table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 12 columns representing PCE components like AutoPCE, TruckPCE, ComboPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for North Bound, South Bound, East Bound, West Bound. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for North Bound, South Bound, East Bound, West Bound. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for North Bound, South Bound, East Bound, West Bound. Rows include Vol/Sat and Crit Moves.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: A[9.7]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 1 0 0, etc.)

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 rows for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for gap components (Critical Gap, FollowUpTim) and 4 rows for North, South, East, West bounds.

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 rows for North, South, East, West bounds.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 rows for North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.4 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, and Lanes.

Volume Module:

Table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 12 columns representing different PCE components like AutoPCE, TruckPCE, ComboPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[13.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume).

Critical Gap Module: Table with 12 columns for critical gap and follow-up time components.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap.).

Level of Service Module: Table with 12 columns for level of service components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS).

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

1994 HCM Operations Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.795
Loss Time (sec): 5 Average Delay (sec/veh): 7.2
Optimal Cycle: 53 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, DesignQueue.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.381
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes for "B" St and "LQ" St.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.920
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 100 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 381 | 0 | 0 | 188 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | Volume |
| 0.00 | 0.22 | 0.00 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.22 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.224 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.22 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.11 | RTOR | | 0.00 | |
| RTC | | 0.22 | RTC | | 0.22 | RTC | | 0.09 | RTC | | 0.00 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.22 | Addl ICU | | -0.09 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.28 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 850 | 0 | 850 | Total Saturation |
| 0 | 195 | 0 | 29 | 159 | 0 | 0 | 0 | 0 | 9 | 0 | 21 | Volume |
| 0.00 | 0.11 | 0.00 | 0.02 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.11 | V/C | | 0.02 | V/C | | 0.00 | V/C | | 0.01 | 0.142 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.13 | RTOG | | -0.01 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.04 | RTOR | | 0.02 | |
| RTC | | 0.12 | RTC | | 0.14 | RTC | | 0.02 | RTC | | 0.02 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.14 | Addl ICU | | -0.02 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.19 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1686 | 14 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 21 | 10 | 300 | 0 | 0 | 367 | 3 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.18 | 0.00 | 0.00 | 0.22 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.22 | 0.224 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.22 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.04 | RTC | | 0.00 | RTC | | 0.22 | RTC | | 0.22 | |
| Addl ICU | | -0.04 | Addl ICU | | 0.01 | Addl ICU | | -0.22 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.01 | | | 0.00 | | | 0.01 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.28 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1677 | 23 | Total Saturation |
| 0 | 0 | 0 | 2 | 0 | 5 | 13 | 288 | 0 | 0 | 365 | 5 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.17 | 0.00 | 0.00 | 0.22 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.22 | 0.228 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.23 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.04 | RTC | | 0.01 | RTC | | 0.23 | RTC | | 0.22 | |
| Addl ICU | | -0.04 | Addl ICU | | 0.00 | Addl ICU | | -0.23 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.28 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 290 | 0 | 0 | 399 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | Volume |
| 0.00 | 0.17 | 0.00 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.23 | V/C | | 0.00 | V/C | | 0.00 | 0.235 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.23 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.06 | |
| RTC | | 0.23 | RTC | | 0.23 | RTC | | 0.00 | RTC | | 0.05 | |
| Addl ICU | | -0.23 | Addl ICU | | -0.23 | Addl ICU | | 0.02 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.02 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.30 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1552 | 148 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 13 | 662 | 0 | 0 | 388 | 37 | 79 | 0 | 11 | 0 | 0 | 0 | Volume |
| 0.01 | 0.39 | 0.00 | 0.00 | 0.25 | 0.25 | 0.05 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.39 | V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.00 | 0.436 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.39 | RTOG | | 0.38 | RTOG | | 0.05 | RTOG | | -0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.14 | RTOR | | 0.00 | |
| RTC | | 0.42 | RTC | | 0.42 | RTC | | 0.15 | RTC | | -0.05 | |
| Addl ICU | | -0.42 | Addl ICU | | -0.17 | Addl ICU | | -0.14 | Addl ICU | | 0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.49 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 741 | 0 | 0 | 466 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.44 | 0.00 | 0.00 | 0.27 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.44 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.436 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.44 | RTOG | | 0.44 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.16 | RTOR | | 0.00 | |
| RTC | | 0.44 | RTC | | 0.44 | RTC | | 0.12 | RTC | | 0.00 | |
| Addl ICU | | -0.44 | Addl ICU | | -0.41 | Addl ICU | | -0.12 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.49 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 2 | 3 | 0 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 3400 | 3948 | 1152 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 796 | 215 | 141 | 412 | 257 | 75 | 350 | 894 | 386 | 531 | 691 | 156 | Volume |
| 0.23 | 0.06 | 0.08 | 0.12 | 0.07 | 0.07 | 0.10 | 0.18 | 0.23 | 0.16 | 0.14 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.23 | V/C | | 0.07 | V/C | | 0.18 | V/C | | 0.16 | 0.631 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.07 | RTOG | | 0.18 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.20 | RTOR | | 0.23 | RTOR | | 0.24 | |
| RTC | | 0.30 | RTC | | 0.21 | RTC | | 0.35 | RTC | | 0.41 | |
| Addl ICU | | -0.21 | Addl ICU | | -0.15 | Addl ICU | | -0.12 | Addl ICU | | -0.31 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.68 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 456 | 993 | 414 | 307 | 630 | 228 | 124 | 1458 | 296 | 307 | 2045 | 436 | Volume |
| 0.13 | 0.19 | 0.00 | 0.09 | 0.12 | 0.13 | 0.04 | 0.29 | 0.17 | 0.09 | 0.40 | 0.26 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.19 | V/C | | 0.09 | V/C | | 0.04 | V/C | | 0.40 | 0.722 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.15 | RTOG | | 0.35 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.04 | RTOR | | 0.16 | RTOR | | 0.09 | |
| RTC | | 0.31 | RTC | | 0.18 | RTC | | 0.47 | RTC | | 0.47 | |
| Addl ICU | | -0.31 | Addl ICU | | -0.04 | Addl ICU | | -0.29 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.77 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 0.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3955 | 1145 | 3400 | 5100 | 1700 | 1700 | 850 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 386 | 1457 | 422 | 88 | 863 | 292 | 265 | 237 | 245 | 227 | 227 | 109 | Volume |
| 0.11 | 0.37 | 0.37 | 0.03 | 0.17 | 0.17 | 0.16 | 0.28 | 0.10 | 0.07 | 0.13 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.37 | | V/C | 0.03 | | V/C | 0.28 | | V/C | 0.07 | | 0.740 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.37 | | RTOG | 0.28 | | RTOG | 0.28 | | RTOG | 0.19 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.21 | | RTOR | 0.23 | | RTOR | 0.03 | | |
| RTC | 0.42 | | RTC | 0.44 | | RTC | 0.45 | | RTC | 0.21 | | |
| Addl ICU | -0.05 | | Addl ICU | -0.27 | | Addl ICU | -0.35 | | Addl ICU | -0.15 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.79 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 240 | 2100 | 497 | 106 | 1088 | 166 | 380 | 630 | 157 | 265 | 672 | 288 | Volume |
| 0.07 | 0.41 | 0.29 | 0.03 | 0.16 | 0.10 | 0.11 | 0.19 | 0.09 | 0.08 | 0.20 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.41 | | V/C | 0.03 | | V/C | 0.11 | | V/C | 0.20 | | 0.752 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.41 | | RTOG | 0.37 | | RTOG | 0.23 | | RTOG | 0.20 | | Right Turn Adjustment |
| RTOR | 0.12 | | RTOR | 0.11 | | RTOR | 0.28 | | RTOR | 0.03 | | |
| RTC | 0.50 | | RTC | 0.46 | | RTC | 0.44 | | RTC | 0.22 | | |
| Addl ICU | -0.21 | | Addl ICU | -0.36 | | Addl ICU | -0.35 | | Addl ICU | -0.05 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 675 | 0 | 415 | 0 | 0 | 0 | 0 | 889 | 268 | 435 | 1029 | 0 | Volume |
| 0.20 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.26 | 0.16 | 0.13 | 0.30 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.20 | V/C | | 0.00 | V/C | | 0.26 | V/C | | 0.13 | 0.588 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | -0.20 | RTOG | | 0.26 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.13 | RTOR | | 0.09 | RTOR | | 0.20 | RTOR | | 0.20 | |
| RTC | | 0.29 | RTC | | -0.13 | RTC | | 0.41 | RTC | | 0.54 | |
| Addl ICU | | -0.17 | Addl ICU | | 0.13 | Addl ICU | | -0.25 | Addl ICU | | -0.54 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 550 | 869 | 521 | 132 | 589 | 256 | 190 | 1167 | 182 | 500 | 1970 | 491 | Volume |
| 0.16 | 0.17 | 0.15 | 0.04 | 0.17 | 0.15 | 0.06 | 0.17 | 0.11 | 0.15 | 0.39 | 0.29 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.16 | | V/C | 0.17 | | V/C | 0.06 | | V/C | 0.39 | | 0.777 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.30 | | RTOG | 0.17 | | RTOG | 0.30 | | RTOG | 0.39 | | Right Turn Adjustment |
| RTOR | 0.27 | | RTOR | 0.06 | | RTOR | 0.16 | | RTOR | 0.16 | | |
| RTC | 0.50 | | RTC | 0.22 | | RTC | 0.42 | | RTC | 0.51 | | |
| Addl ICU | -0.35 | | Addl ICU | -0.06 | | Addl ICU | -0.31 | | Addl ICU | -0.22 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 734 | 2144 | 512 | 422 | 831 | 193 | 197 | 574 | 226 | 419 | 494 | 424 | Volume |
| 0.22 | 0.42 | 0.00 | 0.12 | 0.16 | 0.11 | 0.06 | 0.11 | 0.00 | 0.12 | 0.10 | 0.25 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.42 | V/C | | 0.12 | V/C | | 0.11 | V/C | | 0.12 | 0.780 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.33 | RTOG | | 0.11 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.14 | RTOR | | 0.38 | RTOR | | 0.12 | |
| RTC | | 0.51 | RTC | | 0.43 | RTC | | 0.40 | RTC | | 0.27 | |
| Addl ICU | | -0.51 | Addl ICU | | -0.32 | Addl ICU | | -0.40 | Addl ICU | | -0.02 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 1.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 3779 | 1321 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 751 | 2989 | 958 | 221 | 1485 | 281 | 386 | 135 | 243 | 622 | 696 | 459 | Volume |
| 0.22 | 0.44 | 0.56 | 0.07 | 0.22 | 0.17 | 0.10 | 0.10 | 0.07 | 0.18 | 0.27 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.44 | | V/C | 0.07 | | V/C | 0.10 | | V/C | 0.27 | | 0.880 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.44 | | RTOG | 0.28 | | RTOG | 0.19 | | RTOG | 0.27 | | Right Turn Adjustment |
| RTOR | 0.27 | | RTOR | 0.10 | | RTOR | 0.29 | | RTOR | 0.07 | | |
| RTC | 0.64 | | RTC | 0.36 | | RTC | 0.41 | | RTC | 0.32 | | |
| Addl ICU | -0.08 | | Addl ICU | -0.20 | | Addl ICU | -0.34 | | Addl ICU | -0.14 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.93 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 4057 | 315 | 493 | 1867 | 0 | 532 | 0 | 365 | 0 | 0 | 0 | Volume |
| 0.00 | 0.60 | 0.19 | 0.15 | 0.27 | 0.00 | 0.13 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.60 | V/C | | 0.15 | V/C | | 0.13 | V/C | | 0.00 | 0.867 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.60 | RTOG | | 0.74 | RTOG | | 0.13 | RTOG | | -0.13 | Right Turn Adjustment |
| RTOR | | 0.13 | RTOR | | 0.13 | RTOR | | 0.47 | RTOR | | 0.15 | |
| RTC | | 0.69 | RTC | | 0.84 | RTC | | 0.48 | RTC | | -0.02 | |
| Addl ICU | | -0.51 | Addl ICU | | -0.84 | Addl ICU | | -0.33 | Addl ICU | | 0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.92 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4972 | 128 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 5 | 3701 | 95 | 112 | 1965 | 73 | 131 | 9 | 75 | 52 | 5 | 104 | Volume |
| 0.00 | 0.74 | 0.74 | 0.07 | 0.39 | 0.04 | 0.08 | 0.01 | 0.04 | 0.03 | 0.00 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.74 | V/C | | 0.07 | V/C | | 0.08 | V/C | | 0.00 | 0.890 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.74 | RTOG | | 0.81 | RTOG | | 0.05 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.08 | RTOR | | 0.42 | RTOR | | 0.07 | |
| RTC | | 0.80 | RTC | | 0.87 | RTC | | 0.37 | RTC | | 0.05 | |
| Addl ICU | | -0.06 | Addl ICU | | -0.82 | Addl ICU | | -0.32 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.95 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 213 | 1851 | 145 | 678 | 1223 | 220 | 354 | 265 | 92 | 196 | 84 | 1613 | Volume |
| 0.13 | 0.36 | 0.09 | 0.20 | 0.24 | 0.13 | 0.10 | 0.16 | 0.05 | 0.06 | 0.05 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.36 | V/C | | 0.20 | V/C | | 0.16 | V/C | | 0.06 | 0.776 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.36 | RTOG | | 0.44 | RTOG | | 0.16 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.16 | RTOR | | 0.32 | RTOR | | 0.20 | |
| RTC | | 0.41 | RTC | | 0.56 | RTC | | 0.40 | RTC | | 0.26 | |
| Addl ICU | | -0.32 | Addl ICU | | -0.43 | Addl ICU | | -0.34 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 2 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 3400 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 70 | 0 | 145 | 0 | 1707 | 138 | 222 | 2781 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.04 | 0.00 | 0.25 | 0.08 | 0.07 | 0.55 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.04 | | V/C | 0.00 | | V/C | 0.55 | | 0.586 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.04 | | RTOG | 0.04 | | RTOG | 0.48 | | RTOG | 0.55 | | Right Turn Adjustment |
| RTOR | 0.29 | | RTOR | 0.00 | | RTOR | 0.04 | | RTOR | 0.04 | | |
| RTC | 0.18 | | RTC | 0.04 | | RTC | 0.51 | | RTC | 0.58 | | |
| Addl ICU | -0.18 | | Addl ICU | 0.00 | | Addl ICU | -0.43 | | Addl ICU | -0.58 | | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4583 | 517 | Total Saturation |
| 198 | 0 | 462 | 0 | 0 | 0 | 0 | 1708 | 215 | 0 | 2861 | 323 | Volume |
| 0.12 | 0.00 | 0.27 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.62 | 0.62 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.62 | 0.741 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | -0.12 | RTOG | | 0.62 | RTOG | | 0.62 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.00 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | 0.21 | RTC | | -0.12 | RTC | | 0.71 | RTC | | 0.71 | |
| Addl ICU | | 0.06 | Addl ICU | | 0.12 | Addl ICU | | -0.71 | Addl ICU | | -0.09 | |
| | | 0.06 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.85 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 858 | 1295 | 238 | 228 | 679 | 872 | 776 | 1246 | 428 | 182 | 2001 | 332 | Volume |
| 0.25 | 0.25 | 0.00 | 0.07 | 0.13 | 0.00 | 0.15 | 0.24 | 0.25 | 0.05 | 0.39 | 0.20 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.25 | V/C | | 0.13 | V/C | | 0.15 | V/C | | 0.39 | 0.930 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.32 | RTOG | | 0.13 | RTOG | | 0.49 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.30 | RTOR | | 0.15 | RTOR | | 0.25 | RTOR | | 0.13 | |
| RTC | | 0.54 | RTC | | 0.25 | RTC | | 0.68 | RTC | | 0.49 | |
| Addl ICU | | -0.54 | Addl ICU | | -0.25 | Addl ICU | | -0.43 | Addl ICU | | -0.30 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.98 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 4992 | 108 | 1700 | 476 | 1224 | 1700 | 1700 | 1700 | Total Saturation |
| 52 | 2209 | 320 | 56 | 1251 | 27 | 26 | 44 | 113 | 117 | 29 | 103 | Volume |
| 0.03 | 0.43 | 0.00 | 0.03 | 0.25 | 0.25 | 0.02 | 0.09 | 0.09 | 0.07 | 0.02 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.43 | V/C | | 0.03 | V/C | | 0.09 | V/C | | 0.07 | 0.627 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.43 | RTOG | | 0.44 | RTOG | | 0.09 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.14 | RTOR | | 0.22 | RTOR | | 0.03 | |
| RTC | | 0.48 | RTC | | 0.54 | RTC | | 0.25 | RTC | | 0.17 | |
| Addl ICU | | -0.48 | Addl ICU | | -0.29 | Addl ICU | | -0.16 | Addl ICU | | -0.11 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5075 | 25 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 20 | 2083 | 337 | 82 | 1802 | 9 | 45 | 23 | 138 | 308 | 14 | 134 | Volume |
| 0.01 | 0.41 | 0.00 | 0.02 | 0.36 | 0.36 | 0.03 | 0.01 | 0.00 | 0.09 | 0.01 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.09 | 0.537 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.42 | RTOG | | 0.01 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.10 | RTOR | | 0.08 | RTOR | | 0.02 | |
| RTC | | 0.48 | RTC | | 0.49 | RTC | | 0.07 | RTC | | 0.10 | |
| Addl ICU | | -0.48 | Addl ICU | | -0.14 | Addl ICU | | -0.07 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.59 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2493 | 907 | Total Saturation |
| 22 | 1077 | 363 | 164 | 1133 | 848 | 1175 | 550 | 6 | 137 | 352 | 128 | Volume |
| 0.01 | 0.21 | 0.00 | 0.05 | 0.22 | 0.00 | 0.35 | 0.16 | 0.00 | 0.04 | 0.14 | 0.14 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.21 | V/C | | 0.05 | V/C | | 0.35 | V/C | | 0.14 | 0.746 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.25 | RTOG | | 0.45 | RTOG | | 0.14 | Right Turn Adjustment |
| RTOR | | 0.33 | RTOR | | 0.35 | RTOR | | 0.04 | RTOR | | 0.05 | |
| RTC | | 0.45 | RTC | | 0.51 | RTC | | 0.47 | RTC | | 0.18 | |
| Addl ICU | | -0.45 | Addl ICU | | -0.51 | Addl ICU | | -0.47 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3204 | 1077 | 0 | 2276 | 0 | 0 | 0 | 0 | 150 | 0 | 530 | Volume |
| 0.00 | 0.47 | 0.00 | 0.00 | 0.45 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.47 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.09 | 0.559 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.47 | RTOG | | 0.47 | RTOG | | -0.09 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.54 | RTC | | 0.54 | RTC | | -0.07 | RTC | | 0.09 | |
| Addl ICU | | -0.54 | Addl ICU | | -0.54 | Addl ICU | | 0.07 | Addl ICU | | 0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.02 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.63 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 2102 | 0 | 0 | 1561 | 979 | 2330 | 0 | 293 | 0 | 0 | 0 | Volume |
| 0.00 | 0.41 | 0.00 | 0.00 | 0.31 | 0.00 | 0.46 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.41 | V/C | | 0.00 | V/C | | 0.46 | V/C | | 0.00 | 0.869 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.41 | RTOG | | 0.46 | RTOG | | -0.46 | Right Turn Adjustment |
| RTOR | | 0.46 | RTOR | | 0.46 | RTOR | | 0.11 | RTOR | | 0.00 | |
| RTC | | 0.75 | RTC | | 0.75 | RTC | | 0.54 | RTC | | -0.46 | |
| Addl ICU | | -0.75 | Addl ICU | | -0.75 | Addl ICU | | -0.36 | Addl ICU | | 0.46 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.92 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 158 | 0 | 143 | 0 | 1264 | 333 | 400 | 1376 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.04 | 0.00 | 0.37 | 0.20 | 0.12 | 0.40 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.09 | V/C | | 0.37 | V/C | | 0.12 | 0.582 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.09 | RTOG | | 0.09 | RTOG | | 0.37 | RTOG | | 0.49 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.08 | RTOR | | 0.09 | RTOR | | 0.09 | |
| RTC | | 0.00 | RTC | | 0.16 | RTC | | 0.44 | RTC | | 0.56 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.11 | Addl ICU | | -0.25 | Addl ICU | | -0.56 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 500 | 0 | 526 | 0 | 0 | 0 | 0 | 1144 | 282 | 332 | 1278 | 0 | Volume |
| 0.15 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.34 | 0.00 | 0.20 | 0.38 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.15 | V/C | | 0.00 | V/C | | 0.34 | V/C | | 0.20 | 0.679 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | -0.15 | RTOG | | 0.34 | RTOG | | 0.53 | Right Turn Adjustment |
| RTOR | | 0.20 | RTOR | | 0.16 | RTOR | | 0.15 | RTOR | | 0.15 | |
| RTC | | 0.29 | RTC | | -0.03 | RTC | | 0.45 | RTC | | 0.64 | |
| Addl ICU | | -0.14 | Addl ICU | | 0.03 | Addl ICU | | -0.45 | Addl ICU | | -0.64 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.73 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 210 | 86 | 456 | 33 | 61 | 17 | 5 | 1239 | 182 | 178 | 1100 | 104 | Volume |
| 0.12 | 0.05 | 0.27 | 0.02 | 0.02 | 0.01 | 0.00 | 0.36 | 0.11 | 0.10 | 0.32 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.12 | | V/C | 0.02 | | V/C | 0.36 | | V/C | 0.10 | | 0.611 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.02 | | RTOG | 0.36 | | RTOG | 0.47 | | Right Turn Adjustment |
| RTOR | 0.10 | | RTOR | 0.15 | | RTOR | 0.12 | | RTOR | 0.09 | | |
| RTC | 0.20 | | RTC | 0.13 | | RTC | 0.46 | | RTC | 0.53 | | |
| Addl ICU | 0.07 | | Addl ICU | -0.12 | | Addl ICU | -0.35 | | Addl ICU | -0.47 | | |
| | 0.07 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.73 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 0.5 | 0.0 | 0.5 | 0.5 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 1298 | 402 | 416 | 535 | 1165 | 508 | Total Saturation |
| 31 | 438 | 14 | 34 | 305 | 72 | 155 | 48 | 46 | 17 | 37 | 55 | Volume |
| 0.04 | 0.26 | 0.02 | 0.04 | 0.18 | 0.08 | 0.12 | 0.11 | 0.11 | 0.03 | 0.05 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.26 | V/C | | 0.04 | V/C | | 0.12 | V/C | | 0.05 | 0.472 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.26 | RTOG | | 0.26 | RTOG | | 0.14 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.12 | RTOR | | 0.12 | RTOR | | 0.04 | |
| RTC | | 0.30 | RTC | | 0.35 | RTC | | 0.23 | RTC | | 0.08 | |
| Addl ICU | | -0.29 | Addl ICU | | -0.27 | Addl ICU | | -0.12 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.52 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 1 | 2 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 1700 | 3400 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 269 | 324 | 87 | 117 | 143 | 359 | 575 | 1456 | 193 | 110 | 2528 | 325 | Volume |
| 0.08 | 0.10 | 0.05 | 0.07 | 0.08 | 0.11 | 0.17 | 0.29 | 0.11 | 0.03 | 0.50 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.10 | | V/C | 0.07 | | V/C | 0.17 | | V/C | 0.50 | | 0.829 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.10 | | RTOG | 0.09 | | RTOG | 0.63 | | RTOG | 0.50 | | Right Turn Adjustment |
| RTOR | 0.38 | | RTOR | 0.17 | | RTOR | 0.08 | | RTOR | 0.07 | | |
| RTC | 0.38 | | RTC | 0.21 | | RTC | 0.69 | | RTC | 0.55 | | |
| Addl ICU | -0.33 | | Addl ICU | -0.11 | | Addl ICU | -0.58 | | Addl ICU | -0.36 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.88 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3144 | 256 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3062 | 338 | Total Saturation |
| 372 | 356 | 29 | 52 | 292 | 665 | 767 | 567 | 339 | 28 | 580 | 64 | Volume |
| 0.11 | 0.11 | 0.11 | 0.03 | 0.09 | 0.39 | 0.23 | 0.17 | 0.20 | 0.02 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.11 | | V/C | 0.09 | | V/C | 0.23 | | V/C | 0.19 | | 0.610 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.16 | | RTOG | 0.09 | | RTOG | 0.40 | | RTOG | 0.19 | | Right Turn Adjustment |
| RTOR | 0.25 | | RTOR | 0.23 | | RTOR | 0.11 | | RTOR | 0.08 | | |
| RTC | 0.35 | | RTC | 0.26 | | RTC | 0.48 | | RTC | 0.25 | | |
| Addl ICU | -0.24 | | Addl ICU | 0.14 | | Addl ICU | -0.28 | | Addl ICU | -0.06 | | |
| | 0.00 | | | 0.14 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 414 | 0 | 254 | 229 | 678 | 0 | 0 | 957 | 528 | Volume |
| 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.15 | 0.13 | 0.20 | 0.00 | 0.00 | 0.28 | 0.31 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.12 | | V/C | 0.13 | | V/C | 0.28 | | 0.538 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.12 | | RTOG | 0.12 | | RTOG | 0.42 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.22 | | RTOR | 0.13 | | RTOR | 0.12 | | RTOR | 0.12 | | |
| RTC | 0.04 | | RTC | 0.22 | | RTC | 0.51 | | RTC | 0.37 | | |
| Addl ICU | -0.04 | | Addl ICU | -0.07 | | Addl ICU | -0.51 | | Addl ICU | -0.06 | | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.59 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 237 | 0 | 148 | 0 | 0 | 0 | 0 | 1709 | 94 | 93 | 3166 | 0 | Volume |
| 0.14 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.34 | 0.06 | 0.05 | 0.62 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.14 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.62 | 0.760 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.14 | RTOG | | -0.14 | RTOG | | 0.57 | RTOG | | 0.62 | Right Turn Adjustment |
| RTOR | | 0.29 | RTOR | | 0.00 | RTOR | | 0.14 | RTOR | | 0.14 | |
| RTC | | 0.35 | RTC | | -0.14 | RTC | | 0.67 | RTC | | 0.73 | |
| Addl ICU | | -0.27 | Addl ICU | | 0.14 | Addl ICU | | -0.62 | Addl ICU | | -0.73 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.81 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 95 | 450 | 136 | 450 | 568 | 319 | 382 | 1031 | 150 | 157 | 765 | 398 | Volume |
| 0.06 | 0.13 | 0.08 | 0.13 | 0.17 | 0.19 | 0.11 | 0.30 | 0.09 | 0.05 | 0.23 | 0.23 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.13 | V/C | | 0.13 | V/C | | 0.30 | V/C | | 0.05 | 0.614 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.21 | RTOG | | 0.30 | RTOG | | 0.24 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.12 | RTOR | | 0.10 | RTOR | | 0.13 | |
| RTC | | 0.17 | RTC | | 0.30 | RTC | | 0.38 | RTC | | 0.34 | |
| Addl ICU | | -0.09 | Addl ICU | | -0.11 | Addl ICU | | -0.29 | Addl ICU | | -0.10 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 639 | 468 | 254 | 109 | 655 | 273 | 218 | 1035 | 670 | 250 | 955 | 81 | Volume |
| 0.19 | 0.14 | 0.15 | 0.06 | 0.19 | 0.16 | 0.06 | 0.20 | 0.00 | 0.07 | 0.19 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.19 | V/C | | 0.19 | V/C | | 0.20 | V/C | | 0.07 | 0.657 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.32 | RTOG | | 0.19 | RTOG | | 0.20 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.09 | RTOR | | 0.19 | RTOR | | 0.24 | |
| RTC | | 0.37 | RTC | | 0.26 | RTC | | 0.34 | RTC | | 0.39 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.10 | Addl ICU | | -0.34 | Addl ICU | | -0.35 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.71 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 1700 | 7890 | 610 | 3400 | 1700 | 3400 | 3400 | 2092 | 1308 | Total Saturation |
| 519 | 2746 | 78 | 36 | 2701 | 209 | 337 | 80 | 801 | 110 | 72 | 45 | Volume |
| 0.15 | 0.40 | 0.05 | 0.02 | 0.34 | 0.34 | 0.10 | 0.05 | 0.24 | 0.03 | 0.03 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.15 | V/C | | 0.34 | V/C | | 0.10 | V/C | | 0.03 | 0.629 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.47 | RTOG | | 0.34 | RTOG | | 0.10 | RTOG | | 0.03 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.10 | RTOR | | 0.15 | RTOR | | 0.09 | |
| RTC | | 0.54 | RTC | | 0.42 | RTC | | 0.22 | RTC | | 0.10 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.07 | Addl ICU | | 0.02 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.02 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 441 | 1259 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 326 | 35 | 100 | 36 | 59 | 114 | 34 | 1416 | 255 | 60 | 1099 | 9 | Volume |
| 0.10 | 0.08 | 0.08 | 0.02 | 0.03 | 0.07 | 0.02 | 0.42 | 0.15 | 0.04 | 0.32 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.10 | | V/C | 0.03 | | V/C | 0.42 | | V/C | 0.04 | | 0.582 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.11 | | RTOG | 0.03 | | RTOG | 0.42 | | RTOG | 0.43 | | Right Turn Adjustment |
| RTOR | 0.04 | | RTOR | 0.13 | | RTOR | 0.10 | | RTOR | 0.05 | | |
| RTC | 0.14 | | RTC | 0.13 | | RTC | 0.49 | | RTC | 0.47 | | |
| Addl ICU | -0.06 | | Addl ICU | -0.06 | | Addl ICU | -0.34 | | Addl ICU | -0.46 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | |
| | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 100 | 120 | 126 | 243 | 101 | 186 | 149 | 1386 | 64 | 253 | 2731 | 383 | Volume |
| 0.06 | 0.07 | 0.07 | 0.07 | 0.06 | 0.11 | 0.09 | 0.27 | 0.04 | 0.15 | 0.54 | 0.23 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.07 | V/C | | 0.09 | V/C | | 0.54 | 0.765 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.08 | RTOG | | 0.47 | RTOG | | 0.54 | Right Turn Adjustment |
| RTOR | | 0.35 | RTOR | | 0.09 | RTOR | | 0.08 | RTOR | | 0.07 | |
| RTC | | 0.33 | RTC | | 0.15 | RTC | | 0.54 | RTC | | 0.59 | |
| Addl ICU | | -0.26 | Addl ICU | | -0.04 | Addl ICU | | -0.50 | Addl ICU | | -0.36 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.82 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2857 | 543 | 1700 | 3280 | 120 | 1700 | 532 | 1168 | 1700 | 1275 | 425 | Total Saturation |
| 51 | 584 | 111 | 5 | 463 | 17 | 52 | 46 | 101 | 67 | 15 | 5 | Volume |
| 0.03 | 0.20 | 0.20 | 0.00 | 0.14 | 0.14 | 0.03 | 0.09 | 0.09 | 0.04 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.20 | V/C | | 0.00 | V/C | | 0.09 | V/C | | 0.04 | 0.333 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.18 | RTOG | | 0.09 | RTOG | | 0.10 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.11 | RTOR | | 0.07 | RTOR | | 0.00 | |
| RTC | | 0.23 | RTC | | 0.26 | RTC | | 0.14 | RTC | | 0.10 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.12 | Addl ICU | | -0.05 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | Total Saturation |
| 28 | 758 | 177 | 24 | 729 | 5 | 15 | 45 | 68 | 151 | 16 | 61 | Volume |
| 0.03 | 0.45 | 0.21 | 0.03 | 0.43 | 0.01 | 0.02 | 0.03 | 0.08 | 0.18 | 0.01 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.45 | V/C | | 0.03 | V/C | | 0.03 | V/C | | 0.18 | 0.678 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.45 | RTOG | | 0.44 | RTOG | | 0.03 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.19 | RTOR | | 0.05 | RTOR | | 0.03 | |
| RTC | | 0.58 | RTC | | 0.59 | RTC | | 0.06 | RTC | | 0.21 | |
| Addl ICU | | -0.37 | Addl ICU | | -0.58 | Addl ICU | | 0.02 | Addl ICU | | -0.14 | |
| | | 0.00 | | | 0.00 | | | 0.02 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.75 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3185 | 215 | 1700 | 3010 | 390 | 1700 | 383 | 1318 | 1700 | 850 | 850 | Total Saturation |
| 27 | 682 | 46 | 5 | 579 | 75 | 122 | 18 | 62 | 33 | 5 | 5 | Volume |
| 0.02 | 0.21 | 0.21 | 0.00 | 0.19 | 0.19 | 0.07 | 0.05 | 0.05 | 0.02 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.21 | V/C | | 0.00 | V/C | | 0.07 | V/C | | 0.01 | 0.295 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.20 | RTOG | | 0.06 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.07 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.24 | RTC | | 0.26 | RTC | | 0.08 | RTC | | 0.01 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.06 | Addl ICU | | -0.03 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.34 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1477 | 223 | 850 | 1648 | 52 | 850 | 1584 | 116 | 850 | 1650 | 50 | Total Saturation |
| 24 | 139 | 21 | 19 | 159 | 5 | 5 | 315 | 23 | 25 | 327 | 10 | Volume |
| 0.03 | 0.09 | 0.09 | 0.02 | 0.10 | 0.10 | 0.01 | 0.20 | 0.20 | 0.03 | 0.20 | 0.20 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.10 | V/C | | 0.20 | V/C | | 0.03 | 0.353 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.10 | RTOG | | 0.20 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.12 | RTC | | 0.12 | RTC | | 0.22 | RTC | | 0.25 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.02 | Addl ICU | | -0.02 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.40 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 122 | 0 | 15 | 0 | 0 | 0 | 0 | 1583 | 173 | 77 | 2940 | 0 | Volume |
| 0.07 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 | 0.10 | 0.05 | 0.58 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.58 | 0.648 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | -0.07 | RTOG | | 0.53 | RTOG | | 0.58 | Right Turn Adjustment |
| RTOR | | 0.27 | RTOR | | 0.00 | RTOR | | 0.07 | RTOR | | 0.07 | |
| RTC | | 0.27 | RTC | | -0.07 | RTC | | 0.59 | RTC | | 0.63 | |
| Addl ICU | | -0.26 | Addl ICU | | 0.07 | Addl ICU | | -0.48 | Addl ICU | | -0.63 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 24 | 52 | 0 | 0 | 31 | 150 | 121 | 0 | 17 | 0 | 0 | 0 | Volume |
| 0.01 | 0.03 | 0.00 | 0.00 | 0.02 | 0.09 | 0.07 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.01 | V/C | | 0.02 | V/C | | 0.07 | V/C | | 0.00 | 0.104 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.02 | RTOG | | 0.07 | RTOG | | -0.07 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.07 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.09 | RTC | | 0.07 | RTC | | 0.08 | RTC | | -0.07 | |
| Addl ICU | | -0.09 | Addl ICU | | 0.02 | Addl ICU | | -0.07 | Addl ICU | | 0.07 | |
| | | 0.00 | | | 0.02 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.17 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 106 | 1594 | 0 | 0 | 1337 | 363 | Total Saturation |
| 0 | 0 | 0 | 20 | 0 | 44 | 22 | 330 | 0 | 0 | 317 | 86 | Volume |
| 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.05 | 0.21 | 0.21 | 0.00 | 0.00 | 0.24 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.02 | V/C | | 0.21 | V/C | | 0.24 | 0.468 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.02 | RTOG | | 0.02 | RTOG | | 0.44 | RTOG | | 0.24 | Right Turn Adjustment |
| RTOR | | 0.24 | RTOR | | 0.21 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.15 | RTC | | 0.18 | RTC | | 0.46 | RTC | | 0.25 | |
| Addl ICU | | -0.15 | Addl ICU | | -0.13 | Addl ICU | | -0.46 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.52 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1618 | 82 | Total Saturation |
| 0 | 0 | 0 | 32 | 0 | 28 | 40 | 296 | 0 | 0 | 377 | 19 | Volume |
| 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.03 | 0.02 | 0.17 | 0.00 | 0.00 | 0.23 | 0.23 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.04 | V/C | | 0.02 | V/C | | 0.23 | 0.294 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.04 | RTOG | | 0.04 | RTOG | | 0.26 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.02 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.02 | RTC | | 0.06 | RTC | | 0.28 | RTC | | 0.26 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.02 | Addl ICU | | -0.28 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.34 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 56 | 16 | 34 | 56 | 23 | 87 | 87 | 1671 | 64 | 100 | 3225 | 106 | Volume |
| 0.03 | 0.01 | 0.02 | 0.03 | 0.01 | 0.05 | 0.05 | 0.33 | 0.04 | 0.06 | 0.63 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.03 | V/C | | 0.01 | V/C | | 0.05 | V/C | | 0.63 | 0.730 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.01 | RTOG | | 0.62 | RTOG | | 0.63 | Right Turn Adjustment |
| RTOR | | 0.36 | RTOR | | 0.05 | RTOR | | 0.03 | RTOR | | 0.04 | |
| RTC | | 0.28 | RTC | | 0.05 | RTC | | 0.65 | RTC | | 0.66 | |
| Addl ICU | | -0.26 | Addl ICU | | 0.00 | Addl ICU | | -0.61 | Addl ICU | | -0.60 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1641 | 59 | 1700 | 1524 | 176 | 1700 | 1592 | 108 | 1700 | 1463 | 237 | Total Saturation |
| 40 | 138 | 5 | 24 | 121 | 14 | 7 | 280 | 19 | 7 | 327 | 53 | Volume |
| 0.02 | 0.08 | 0.08 | 0.01 | 0.08 | 0.08 | 0.00 | 0.18 | 0.18 | 0.00 | 0.22 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.01 | V/C | | 0.00 | V/C | | 0.22 | 0.326 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | 0.07 | RTOG | | 0.22 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.00 | RTOR | | 0.02 | RTOR | | 0.01 | |
| RTC | | 0.12 | RTC | | 0.08 | RTC | | 0.24 | RTC | | 0.23 | |
| Addl ICU | | -0.04 | Addl ICU | | 0.00 | Addl ICU | | -0.06 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 147 | 0 | 200 | 225 | 703 | 0 | 0 | 1057 | 226 | Volume |
| 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.12 | 0.13 | 0.21 | 0.00 | 0.00 | 0.31 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.09 | | V/C | 0.13 | | V/C | 0.31 | | 0.530 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.09 | | RTOG | 0.09 | | RTOG | 0.44 | | RTOG | 0.31 | | Right Turn Adjustment |
| RTOR | 0.24 | | RTOR | 0.13 | | RTOR | 0.09 | | RTOR | 0.09 | | |
| RTC | 0.09 | | RTC | 0.19 | | RTC | 0.51 | | RTC | 0.38 | | |
| Addl ICU | -0.09 | | Addl ICU | -0.07 | | Addl ICU | -0.51 | | Addl ICU | -0.24 | | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 920 | 780 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 235 | 94 | 412 | 73 | 33 | 28 | 42 | 1785 | 162 | 360 | 2854 | 169 | Volume |
| 0.14 | 0.06 | 0.24 | 0.04 | 0.04 | 0.04 | 0.02 | 0.35 | 0.10 | 0.11 | 0.56 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.14 | | V/C | 0.04 | | V/C | 0.02 | | V/C | 0.56 | | 0.758 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.13 | | RTOG | 0.04 | | RTOG | 0.48 | | RTOG | 0.56 | | Right Turn Adjustment |
| RTOR | 0.23 | | RTOR | 0.02 | | RTOR | 0.14 | | RTOR | 0.12 | | |
| RTC | 0.31 | | RTC | 0.05 | | RTC | 0.58 | | RTC | 0.65 | | |
| Addl ICU | -0.06 | | Addl ICU | -0.02 | | Addl ICU | -0.49 | | Addl ICU | -0.55 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.81 | |

INTERSECTION ANALYSIS WORKSHEETS

**POST YEAR 2035 – WITH PROJECT
2012 MODIFIED PROJECT OPTION 1
AM PEAK HOUR**

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Impact Analysis Report
 Level Of Service

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|------|-------------|---------|--------|-------------|---------|--------------|
| | LOS | Del/ Veh | V/ C | LOS | Del/ Veh | V/ C | |
| # 1 "B" St & Driveway 1 | A | 9.1 | 0.008 | A | 9.1 | 0.008 | + 0.000 D/V |
| # 2 "B" St & Driveway 2 | B | 12.1 | 0.081 | B | 12.1 | 0.081 | + 0.000 D/V |
| # 3 Driveway 3 & "LQ" St | B | 10.5 | 0.061 | B | 10.5 | 0.061 | + 0.000 D/V |
| # 4 Driveway 4 & "LQ" St | C | 15.6 | 0.094 | C | 15.6 | 0.094 | + 0.000 D/V |
| # 5 "LQ" St & Driveway 5 | B | 10.3 | 0.076 | B | 10.3 | 0.076 | + 0.000 D/V |
| # 6 "LQ" St & Driveway 6 | D | 26.6 | 0.444 | D | 26.6 | 0.444 | + 0.000 D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 D/V |
| #282 Jeffrey Rd & Portola Pkwy | E | xxxxx | 0.971 | E | xxxxx | 0.971 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxx | 0.999 | E | xxxxx | 0.999 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | D | xxxxx | 0.876 | D | xxxxx | 0.876 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | C | xxxxx | 0.704 | C | xxxxx | 0.704 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxx | 0.570 | A | xxxxx | 0.570 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | C | xxxxx | 0.780 | C | xxxxx | 0.780 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | D | xxxxx | 0.889 | D | xxxxx | 0.889 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | C | 29.0 | 0.913 | C | 29.0 | 0.913 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | D | 46.1 | 1.073 | D | 46.1 | 1.073 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | E | xxxxx | 0.924 | E | xxxxx | 0.924 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 13.5 | 0.595 | B | 13.5 | 0.595 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | A | 3.7 | 0.680 | A | 3.7 | 0.680 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | F | xxxxx | 1.061 | F | xxxxx | 1.061 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | D | xxxxx | 0.852 | D | xxxxx | 0.852 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | C | xxxxx | 0.706 | C | xxxxx | 0.706 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | B | xxxxx | 0.601 | B | xxxxx | 0.601 | + 0.000 V/C |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

| Intersection | Base | | Future | | Change in | |
|-------------------------------------|-------------|--------------|-------------|--------------|--------------|-----|
| | Del/ LOS | V/ Veh | Del/ LOS | V/ Veh | | |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | B | 19.2 0.877 | B | 19.2 0.877 | + 0.000 | D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 20.9 0.801 | C | 20.9 0.801 | + 0.000 | D/V |
| #444 Sand Canyon Ave & Burt Rd | E | xxxxxx 0.989 | E | xxxxxx 0.989 | + 0.000 | V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 18.8 0.533 | B | 18.8 0.533 | + 0.000 | D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | B | 18.1 0.499 | B | 18.1 0.499 | + 0.000 | D/V |
| #556 Ridge Valley & Portola Pkwy | D | xxxxxx 0.809 | D | xxxxxx 0.809 | + 0.000 | V/C |
| #557 "O" St & "C" St | A | 2.5 0.334 | A | 2.5 0.334 | + 0.000 | V/C |
| #558 "O" St & Irvine Blvd | B | xxxxxx 0.685 | B | xxxxxx 0.685 | + 0.000 | V/C |
| #559 "O" St & Trabuco Rd | D | xxxxxx 0.810 | D | xxxxxx 0.810 | + 0.000 | V/C |
| #560 "O" St & Marine Wy | A | xxxxxx 0.526 | A | xxxxxx 0.526 | + 0.000 | V/C |
| #563 "B" St & Irvine Blvd | C | xxxxxx 0.730 | C | xxxxxx 0.730 | + 0.000 | V/C |
| #566 Marine Wy & Barranca Pkwy | C | xxxxxx 0.723 | C | xxxxxx 0.723 | + 0.000 | V/C |
| #567 Marine Wy & Alton Pkwy | C | xxxxxx 0.754 | C | xxxxxx 0.754 | + 0.000 | V/C |
| #569 Bake Pkwy & Marine Wy | D | xxxxxx 0.895 | D | xxxxxx 0.895 | + 0.000 | V/C |
| #571 Portola Springs & Portola Pkwy | C | xxxxxx 0.759 | C | xxxxxx 0.759 | + 0.000 | V/C |
| #572 Modjeska/"A" St & Irvine Blvd | C | xxxxxx 0.739 | C | xxxxxx 0.739 | + 0.000 | V/C |
| #603 "O" St & "LN" St | A | xxxxxx 0.383 | A | xxxxxx 0.383 | + 0.000 | V/C |
| #605 "O" St & "LQ" St | A | 3.5 0.457 | A | 3.5 0.457 | + 0.000 | V/C |
| #608 "O" St & "LV" St | A | xxxxxx 0.357 | A | xxxxxx 0.357 | + 0.000 | V/C |
| #626 "LY" St & "LQ" St | A | 4.7 0.389 | A | 4.7 0.389 | + 0.000 | V/C |
| #627 "LY" St & Irvine Blvd | A | xxxxxx 0.557 | A | xxxxxx 0.557 | + 0.000 | V/C |
| #631 "LY" St & Trabuco Rd | A | 8.8 0.029 | A | 8.8 0.029 | + 0.000 | D/V |
| #782 "A" St & "LQ" St | A | 4.2 0.319 | A | 4.2 0.319 | + 0.000 | V/C |
| #787 "Z" St & "LQ" St | B | 12.7 0.017 | B | 12.7 0.017 | + 0.000 | D/V |
| #790 "Z" St & Irvine Blvd | C | xxxxxx 0.764 | C | xxxxxx 0.764 | + 0.000 | V/C |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #798 "B" St & "LQ" St | A xxxxx | 0.445 | A xxxxx | 0.445 | + 0.000 V/C |
| #799 "B" St & Marine Wy | D xxxxx | 0.801 | D xxxxx | 0.801 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D xxxxx | 0.850 | D xxxxx | 0.850 | + 0.000 V/C |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Signal Warrant Summary Report

| Intersection | Base Met | Future Met |
|---------------------------|-------------|-------------|
| | [Del / Vol] | [Del / Vol] |
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 162 | 7 | 0 | 378 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 9.1 | | | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=7]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=554]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 162 | 7 | 0 | 378 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | | | | |
| Major Street Volume: | 547 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 7 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 380 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | |
|--------------|--------------|-----|----|--------------|-----|---|------------|---|---|------------|----|---|----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 177 | 30 | 111 | 378 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 42 | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 12.1 | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=63]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=759]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|----|--------------|-----|---|------------|---|---|------------|---|---|----|---|----|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 177 | 30 | 111 | 378 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 42 | | | |
| Major Street Volume: | 696 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 63 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 410 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|-------------|---|---|-------------|---|----|--------------|-----|---|--------------|-----|----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 42 | 45 | 288 | 0 | 0 | 350 | 15 |
| ApproachDel: | xxxxxx | | | 10.5 | | | xxxxxx | | | xxxxxx | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=42]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=740]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|-----|-----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | | 45 | 288 | 0 | | | 0 | 350 | 15 | | |
| Major Street Volume: | | | | | | | | | | | 698 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 42 | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | 409 | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign, Uncontrolled), Lanes, Final Volume, and Approach Del.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=59]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=817]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=35]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=817]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|-------------|----|----|-------------|---|----|--------------|-----|---|--------------|-----|----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 7 | 30 | 22 | 14 | 7 | 14 | 45 | 288 | 3 | 7 | 350 | 30 | | | | | | |
| Major Street Volume: | | | | | | | 723 | | | | | | | | | | | |
| Minor Approach Volume: | | | | | | | 59 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | 397 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|--------------|-----|---|--------------|---|-----|------------|---|---|------------|----|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 288 | 0 | 0 | 0 | 309 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 10.3 | | | xxxxxx | | | | | | | | | | |

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=56]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=653]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|---|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 288 | 0 | 0 | 0 | 0 | 309 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | 597 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 56 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 357 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Del.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=147]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=968]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=52]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=968]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|----|------------|----|----|------------|----|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| FinalVolume: | 89 | 294 | 3 | 0 | 309 | 74 | 105 | 14 | 28 | 7 | 45 | 0 | | | | | | | |
| Major Street Volume: | | | | | | | 769 | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | | | 147 | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | 487 | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 294 | 0 | 0 | 279 | 223 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 294 | 0 | 0 | 279 | 223 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | 796 | | | | | | | | | | | |
| Minor Approach Volume: | 0 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 363 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|----|---|--------------|----|-----|------------|---|----|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 8 | 26 | 0 | 0 | 41 | 120 | 27 | 0 | 20 | 0 | 0 | 0 | 0 | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 8.8 | | | xxxxxx | | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=47]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=242]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|----|---|--------------|----|-----|------------|---|----|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 8 | 26 | 0 | 0 | 41 | 120 | 27 | 0 | 20 | 0 | 0 | 0 | 0 | | | | | |
| Major Street Volume: | 195 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 47 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1077 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | ! | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 4 | 4 | 12 | 337 | 0 | 0 | 0 | 0 | 344 | 3 | 3 | 3 | |
| ApproachDel: | xxxxxx | | | | 12.7 | | | | xxxxxx | | | | xxxxxx | | | | | | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=11]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=707]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------------------|-------------|---|---|-------------|---|---|--------------|-----|---|--------------|-----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 0 | 7 | 0 | 4 | 12 | 337 | 0 | 0 | 344 | 3 |
| Major Street Volume: | 696 | | | | | | | | | | | |
| Minor Approach Volume: | 11 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 410 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Table with 12 columns representing traffic volumes. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table with 12 columns. Row: Critical Gap Module: Critical Gp:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx 6.2

Table with 12 columns. Row: Capacity Module: Cnflct Vol: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx 166

Table with 12 columns. Row: Level Of Service Module: 2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx 0.0

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[12.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustment factors for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time values for different approaches.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, move capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing delay, LOS by movement, shared capacity, shared queue, shared delay, and shared LOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[10.5]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, and Lanes.

Volume Module table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module table with 13 columns showing critical gap and follow-up time values.

Capacity Module table with 13 columns showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module table with 13 columns showing delay, LOS by movement, and shared queue information.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: C[15.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Critical Gap and FollowUp Time.

Capacity Module: Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, Approach Del, and Approach LOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[10.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time values.

Capacity Module: Table with 12 columns showing capacity-related metrics like Cnflct Vol, Potent Cap., etc.

Level of Service Module: Table with 12 columns showing level of service metrics like 2Way95thQ, Control Del, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: D[26.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustments for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up times for each approach.

Capacity Module: Table with 12 columns showing conflict volumes, potential capacity, move capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing LOS metrics like 2Way95thQ, Control Del, LOS by Move, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module table with 12 columns representing critical gap and follow-up time components.

Capacity Module table with 12 columns representing capacity components like Conflict Vol, Potent Cap., etc.

Level of Service Module table with 12 columns representing LOS components like 2Way95thQ, Control Del, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.971
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 166 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.999
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 166 | 779 | 316 | 385 | 1354 | 147 | 173 | 1607 | 322 | 308 | 1985 | 309 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 166 | 779 | 316 | 385 | 1354 | 147 | 173 | 1607 | 322 | 308 | 1985 | 309 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 166 | 779 | 0 | 385 | 1354 | 147 | 173 | 1607 | 322 | 308 | 1985 | 309 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 166 | 779 | 0 | 385 | 1354 | 147 | 173 | 1607 | 322 | 308 | 1985 | 309 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 166 | 779 | 0 | 385 | 1354 | 147 | 173 | 1607 | 322 | 308 | 1985 | 309 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.50 | 0.50 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4249 | 851 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.15 | 0.00 | 0.11 | 0.27 | 0.09 | 0.05 | 0.38 | 0.38 | 0.09 | 0.58 | 0.18 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.876
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 75 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | |
| Rights: | Include | | | Include | | | Include | | | WideBypass | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 176 | 819 | 162 | 83 | 1502 | 426 | 340 | 165 | 228 | 483 | 338 | 137 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 176 | 819 | 162 | 83 | 1502 | 426 | 340 | 165 | 228 | 483 | 338 | 137 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 176 | 819 | 162 | 83 | 1502 | 426 | 340 | 165 | 228 | 483 | 338 | 137 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 176 | 819 | 162 | 83 | 1502 | 426 | 340 | 165 | 228 | 483 | 338 | 137 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 176 | 819 | 162 | 83 | 1502 | 426 | 340 | 165 | 228 | 483 | 338 | 137 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.50 | 0.50 | 2.00 | 3.00 | 1.00 | 1.00 | 0.84 | 1.16 | 2.00 | 0.71 | 0.29 |
| Final Sat.: | 3400 | 4258 | 842 | 3400 | 5100 | 1700 | 1700 | 1427 | 1973 | 3400 | 1210 | 490 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.19 | 0.19 | 0.02 | 0.29 | 0.25 | 0.20 | 0.12 | 0.12 | 0.14 | 0.28 | 0.28 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.704 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 38 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 4 | 0 | 2 | 0 |
| | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 135 | 839 | 283 | 266 | 1704 | 361 | 265 | 561 | 148 | 647 | 851 | 90 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 135 | 839 | 283 | 266 | 1704 | 361 | 265 | 561 | 148 | 647 | 851 | 90 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 135 | 839 | 283 | 266 | 1704 | 361 | 265 | 561 | 148 | 647 | 851 | 90 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 135 | 839 | 283 | 266 | 1704 | 361 | 265 | 561 | 148 | 647 | 851 | 90 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 135 | 839 | 283 | 266 | 1704 | 361 | 265 | 561 | 148 | 647 | 851 | 90 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.24 | 0.76 | 2.00 | 4.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 3814 | 1286 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.22 | 0.22 | 0.08 | 0.25 | 0.21 | 0.08 | 0.17 | 0.09 | 0.19 | 0.25 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.570 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 27 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | | | |
| Lanes: | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 256 | 0 | 446 | 0 | 0 | 0 | 0 | 836 | 731 | 486 | 1155 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 256 | 0 | 446 | 0 | 0 | 0 | 0 | 836 | 731 | 486 | 1155 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 256 | 0 | 446 | 0 | 0 | 0 | 0 | 836 | 0 | 486 | 1155 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 256 | 0 | 446 | 0 | 0 | 0 | 0 | 836 | 0 | 486 | 1155 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 256 | 0 | 446 | 0 | 0 | 0 | 0 | 836 | 0 | 486 | 1155 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.14 | 0.34 | 0.00 |
| Crit Moves: | | | **** | | | | | **** | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.780
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 48 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 113 | 574 | 280 | 446 | 1027 | 121 | 277 | 1583 | 386 | 552 | 1556 | 163 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 113 | 574 | 280 | 446 | 1027 | 121 | 277 | 1583 | 386 | 552 | 1556 | 163 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 113 | 574 | 280 | 446 | 1027 | 121 | 277 | 1583 | 386 | 552 | 1556 | 163 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 113 | 574 | 280 | 446 | 1027 | 121 | 277 | 1583 | 386 | 552 | 1556 | 163 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 113 | 574 | 280 | 446 | 1027 | 121 | 277 | 1583 | 386 | 552 | 1556 | 163 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.11 | 0.08 | 0.13 | 0.30 | 0.07 | 0.08 | 0.23 | 0.23 | 0.16 | 0.31 | 0.10 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.889
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 81 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 225 | 492 | 233 | 336 | 2455 | 103 | 157 | 348 | 669 | 518 | 900 | 352 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 225 | 492 | 233 | 336 | 2455 | 103 | 157 | 348 | 669 | 518 | 900 | 352 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 225 | 492 | 0 | 336 | 2455 | 103 | 157 | 348 | 0 | 518 | 900 | 352 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 225 | 492 | 0 | 336 | 2455 | 103 | 157 | 348 | 0 | 518 | 900 | 352 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 225 | 492 | 0 | 336 | 2455 | 103 | 157 | 348 | 0 | 518 | 900 | 352 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.16 | 0.84 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3666 | 1434 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.10 | 0.00 | 0.10 | 0.48 | 0.06 | 0.05 | 0.07 | 0.00 | 0.15 | 0.25 | 0.25 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.913
Loss Time (sec): 0 Average Delay (sec/veh): 29.0
Optimal Cycle: 180 Level Of Service: C

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.073
Loss Time (sec): 0 Average Delay (sec/veh): 46.1
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.924
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 103 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 134 | 918 | 187 | 1765 | 2110 | 449 | 116 | 149 | 112 | 72 | 235 | 366 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 134 | 918 | 187 | 1765 | 2110 | 449 | 116 | 149 | 112 | 72 | 235 | 366 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 134 | 918 | 187 | 1765 | 2110 | 449 | 116 | 149 | 112 | 72 | 235 | 366 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 134 | 918 | 187 | 1765 | 2110 | 449 | 116 | 149 | 112 | 72 | 235 | 366 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 134 | 918 | 187 | 1765 | 2110 | 449 | 116 | 149 | 112 | 72 | 235 | 366 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.47 | 0.53 | 2.00 | 0.57 | 0.43 | 2.00 | 1.17 | 1.83 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4205 | 895 | 3400 | 970 | 730 | 3400 | 1994 | 3106 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.18 | 0.11 | 0.52 | 0.50 | 0.50 | 0.03 | 0.15 | 0.15 | 0.02 | 0.12 | 0.12 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 0 Average Delay (sec/veh): 13.5
Optimal Cycle: 56 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 0 Average Delay (sec/veh): 3.7
Optimal Cycle: 71 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.061
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.852
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 66 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 141 | 1196 | 107 | 106 | 2078 | 56 | 22 | 111 | 136 | 264 | 104 | 226 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 141 | 1196 | 107 | 106 | 2078 | 56 | 22 | 111 | 136 | 264 | 104 | 226 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 141 | 1196 | 0 | 106 | 2078 | 56 | 22 | 111 | 136 | 264 | 104 | 226 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 141 | 1196 | 0 | 106 | 2078 | 56 | 22 | 111 | 136 | 264 | 104 | 226 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 141 | 1196 | 0 | 106 | 2078 | 56 | 22 | 111 | 136 | 264 | 104 | 226 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.92 | 0.08 | 1.00 | 0.45 | 0.55 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 4966 | 134 | 1700 | 764 | 936 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.23 | 0.00 | 0.06 | 0.42 | 0.42 | 0.01 | 0.15 | 0.15 | 0.16 | 0.06 | 0.13 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.706 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 38 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 1 | 0 |
| | 1 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 163 | 1244 | 229 | 117 | 2144 | 79 | 13 | 12 | 29 | 399 | 42 | 110 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 163 | 1244 | 229 | 117 | 2144 | 79 | 13 | 12 | 29 | 399 | 42 | 110 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 163 | 1244 | 0 | 117 | 2144 | 79 | 13 | 12 | 0 | 399 | 42 | 110 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 163 | 1244 | 0 | 117 | 2144 | 79 | 13 | 12 | 0 | 399 | 42 | 110 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 163 | 1244 | 0 | 117 | 2144 | 79 | 13 | 12 | 0 | 399 | 42 | 110 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.89 | 0.11 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4919 | 181 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.24 | 0.00 | 0.03 | 0.44 | 0.44 | 0.01 | 0.01 | 0.00 | 0.12 | 0.02 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 5 | 1053 | 162 | 120 | 1282 | 1020 | 548 | 208 | 11 | 228 | 399 | 106 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 5 | 1053 | 162 | 120 | 1282 | 1020 | 548 | 208 | 11 | 228 | 399 | 106 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 5 | 1053 | 0 | 120 | 1282 | 0 | 548 | 208 | 11 | 228 | 399 | 106 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 5 | 1053 | 0 | 120 | 1282 | 0 | 548 | 208 | 11 | 228 | 399 | 106 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 5 | 1053 | 0 | 120 | 1282 | 0 | 548 | 208 | 11 | 228 | 399 | 106 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.90 | 0.10 | 2.00 | 1.58 | 0.42 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3229 | 171 | 3400 | 2686 | 714 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.21 | 0.00 | 0.04 | 0.25 | 0.00 | 0.16 | 0.06 | 0.06 | 0.07 | 0.15 | 0.15 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 0 Average Delay (sec/veh): 19.2
Optimal Cycle: 180 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 0 Average Delay (sec/veh): 20.9
Optimal Cycle: 115 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.989
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 36 | 1313 | 84 | 95 | 4280 | 161 | 54 | 4 | 50 | 73 | 10 | 79 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 36 | 1313 | 84 | 95 | 4280 | 161 | 54 | 4 | 50 | 73 | 10 | 79 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 36 | 1313 | 84 | 95 | 4280 | 161 | 54 | 4 | 50 | 73 | 10 | 79 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 36 | 1313 | 84 | 95 | 4280 | 161 | 54 | 4 | 50 | 73 | 10 | 79 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 36 | 1313 | 84 | 95 | 4280 | 161 | 54 | 4 | 50 | 73 | 10 | 79 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.82 | 0.18 | 1.00 | 3.00 | 1.00 | 1.00 | 0.07 | 0.93 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 4793 | 307 | 1700 | 5100 | 1700 | 1700 | 126 | 1574 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.27 | 0.27 | 0.06 | 0.84 | 0.09 | 0.03 | 0.03 | 0.03 | 0.04 | 0.01 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 0 Average Delay (sec/veh): 18.8
Optimal Cycle: 49 Level Of Service: B

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for various adjustment factors (Base Vol, Growth Adj, etc.) and values for each approach.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.499
Loss Time (sec): 0 Average Delay (sec/veh): 18.1
Optimal Cycle: 46 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.809 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 54 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | WideBypass | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 248 | 19 | 104 | 152 | 70 | 23 | 22 | 971 | 196 | 413 | 1378 | 24 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 248 | 19 | 104 | 152 | 70 | 23 | 22 | 971 | 196 | 413 | 1378 | 24 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 248 | 19 | 104 | 152 | 70 | 23 | 22 | 971 | 196 | 413 | 1378 | 24 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 248 | 19 | 104 | 152 | 70 | 23 | 22 | 971 | 196 | 413 | 1378 | 24 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 248 | 19 | 104 | 152 | 70 | 23 | 22 | 971 | 196 | 413 | 1378 | 24 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.15 | 0.85 | 1.00 | 1.51 | 0.49 | 1.00 | 1.66 | 0.34 | 1.00 | 1.97 | 0.03 |
| Final Sat.: | 1700 | 263 | 1437 | 1700 | 2559 | 841 | 1700 | 2829 | 571 | 1700 | 3342 | 58 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.15 | 0.07 | 0.07 | 0.09 | 0.03 | 0.03 | 0.01 | 0.34 | 0.34 | 0.24 | 0.41 | 0.41 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.5 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 32 | 158 | 6 | 40 | 546 | 195 | 43 | 17 | 26 | 20 | 64 | 34 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 32 | 158 | 6 | 40 | 546 | 195 | 43 | 17 | 26 | 20 | 64 | 34 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 32 | 158 | 6 | 40 | 546 | 195 | 43 | 17 | 26 | 20 | 64 | 34 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 32 | 158 | 6 | 40 | 546 | 195 | 43 | 17 | 26 | 20 | 64 | 34 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 32 | 158 | 6 | 40 | 546 | 195 | 43 | 17 | 26 | 20 | 64 | 34 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|---|----|-----|-----|----|----|----|----|----|----|
| AutoPCE: | 32 | 158 | 6 | 40 | 546 | 195 | 43 | 17 | 26 | 20 | 64 | 34 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 32 | 158 | 6 | 40 | 546 | 195 | 43 | 17 | 26 | 20 | 64 | 34 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 100 | 116 | 606 | 233 |
| MaxVolume: | 2352 | 2340 | 873 | 1074 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2352 | 2340 | 873 | 1074 |
| ApproachVol: | 196 | 781 | 86 | 118 |
| ApproachV/C: | 0.08 | 0.33 | 0.10 | 0.11 |
| ApproachDel: | 1.7 | 2.3 | 4.6 | 3.8 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.3 | 1.5 | 0.3 | 0.4 |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 3 | 2 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 145 | 54 | 70 | 303 | 409 | 647 | 175 | 1933 | 285 | 124 | 1781 | 84 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 145 | 54 | 70 | 303 | 409 | 647 | 175 | 1933 | 285 | 124 | 1781 | 84 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 145 | 54 | 70 | 303 | 409 | 0 | 175 | 1933 | 285 | 124 | 1781 | 84 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 145 | 54 | 70 | 303 | 409 | 0 | 175 | 1933 | 285 | 124 | 1781 | 84 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 145 | 54 | 70 | 303 | 409 | 0 | 175 | 1933 | 285 | 124 | 1781 | 84 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.03 | 0.04 | 0.18 | 0.12 | 0.00 | 0.05 | 0.38 | 0.17 | 0.04 | 0.35 | 0.05 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.810 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 54 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 162 | 74 | 4 | 22 | 366 | 897 | 673 | 331 | 608 | 27 | 600 | 29 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 162 | 74 | 4 | 22 | 366 | 897 | 673 | 331 | 608 | 27 | 600 | 29 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 162 | 74 | 4 | 22 | 366 | 897 | 673 | 331 | 608 | 27 | 600 | 29 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 162 | 74 | 4 | 22 | 366 | 897 | 673 | 331 | 608 | 27 | 600 | 29 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 162 | 74 | 4 | 22 | 366 | 897 | 673 | 331 | 608 | 27 | 600 | 29 |
| OvlAdjVol: | | | | | | 560 | | | 527 | | | |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.90 | 0.10 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.91 | 0.09 |
| Final Sat.: | 3400 | 3226 | 174 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3243 | 157 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.02 | 0.02 | 0.01 | 0.11 | 0.53 | 0.20 | 0.10 | 0.36 | 0.02 | 0.19 | 0.18 |
| OvlAdjV/S: | | | | | | 0.33 | | | 0.31 | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.526 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 25 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 345 | 0 | 166 | 62 | 970 | 0 | 0 | 1148 | 153 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 345 | 0 | 166 | 62 | 970 | 0 | 0 | 1148 | 153 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 345 | 0 | 166 | 62 | 970 | 0 | 0 | 1148 | 153 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 345 | 0 | 166 | 62 | 970 | 0 | 0 | 1148 | 153 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 345 | 0 | 166 | 62 | 970 | 0 | 0 | 1148 | 153 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.10 | 0.04 | 0.29 | 0.00 | 0.00 | 0.34 | 0.09 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 136 | 0 | 68 | 0 | 0 | 0 | 0 | 2685 | 253 | 125 | 1817 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 136 | 0 | 68 | 0 | 0 | 0 | 0 | 2685 | 253 | 125 | 1817 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 136 | 0 | 68 | 0 | 0 | 0 | 0 | 2685 | 253 | 125 | 1817 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 136 | 0 | 68 | 0 | 0 | 0 | 0 | 2685 | 253 | 125 | 1817 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 136 | 0 | 68 | 0 | 0 | 0 | 0 | 2685 | 253 | 125 | 1817 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.53 | 0.15 | 0.07 | 0.36 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.723
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 134 | 349 | 99 | 293 | 561 | 395 | 205 | 504 | 109 | 161 | 1026 | 310 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 134 | 349 | 99 | 293 | 561 | 395 | 205 | 504 | 109 | 161 | 1026 | 310 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 134 | 349 | 99 | 293 | 561 | 395 | 205 | 504 | 109 | 161 | 1026 | 310 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 134 | 349 | 99 | 293 | 561 | 395 | 205 | 504 | 109 | 161 | 1026 | 310 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 134 | 349 | 99 | 293 | 561 | 395 | 205 | 504 | 109 | 161 | 1026 | 310 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.10 | 0.06 | 0.09 | 0.17 | 0.23 | 0.06 | 0.15 | 0.06 | 0.05 | 0.30 | 0.18 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 632 | 489 | 237 | 117 | 361 | 319 | 249 | 1089 | 372 | 172 | 1311 | 113 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 632 | 489 | 237 | 117 | 361 | 319 | 249 | 1089 | 372 | 172 | 1311 | 113 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 632 | 489 | 237 | 117 | 361 | 319 | 249 | 1089 | 0 | 172 | 1311 | 113 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 632 | 489 | 237 | 117 | 361 | 319 | 249 | 1089 | 0 | 172 | 1311 | 113 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 632 | 489 | 237 | 117 | 361 | 319 | 249 | 1089 | 0 | 172 | 1311 | 113 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.19 | 0.14 | 0.14 | 0.07 | 0.11 | 0.19 | 0.07 | 0.21 | 0.00 | 0.05 | 0.26 | 0.07 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors for each approach.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume per saturation and critical moves.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.759 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 45 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 325 | 5 | 72 | 71 | 79 | 317 | 16 | 1078 | 128 | 42 | 1421 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 325 | 5 | 72 | 71 | 79 | 317 | 16 | 1078 | 128 | 42 | 1421 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 325 | 5 | 72 | 71 | 79 | 317 | 16 | 1078 | 128 | 42 | 1421 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 325 | 5 | 72 | 71 | 79 | 317 | 16 | 1078 | 128 | 42 | 1421 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 325 | 5 | 72 | 71 | 79 | 317 | 16 | 1078 | 128 | 42 | 1421 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.06 | 0.94 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 110 | 1590 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.05 | 0.05 | 0.04 | 0.05 | 0.19 | 0.01 | 0.32 | 0.08 | 0.02 | 0.42 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.739 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 42 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 60 | 60 | 138 | 440 | 92 | 194 | 102 | 2191 | 42 | 83 | 1738 | 204 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 60 | 60 | 138 | 440 | 92 | 194 | 102 | 2191 | 42 | 83 | 1738 | 204 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 60 | 60 | 138 | 440 | 92 | 194 | 102 | 2191 | 42 | 83 | 1738 | 204 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 60 | 60 | 138 | 440 | 92 | 194 | 102 | 2191 | 42 | 83 | 1738 | 204 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 60 | 60 | 138 | 440 | 92 | 194 | 102 | 2191 | 42 | 83 | 1738 | 204 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.32 | 0.68 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 547 | 1153 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.04 | 0.08 | 0.13 | 0.17 | 0.17 | 0.06 | 0.43 | 0.02 | 0.05 | 0.34 | 0.12 |
| Crit Moves: | | | **** | **** | | | **** | | **** | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.383
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 19 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 18 | 164 | 42 | 2 | 645 | 9 | 13 | 14 | 70 | 137 | 9 | 3 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 18 | 164 | 42 | 2 | 645 | 9 | 13 | 14 | 70 | 137 | 9 | 3 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 18 | 164 | 42 | 2 | 645 | 9 | 13 | 14 | 70 | 137 | 9 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 18 | 164 | 42 | 2 | 645 | 9 | 13 | 14 | 70 | 137 | 9 | 3 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 18 | 164 | 42 | 2 | 645 | 9 | 13 | 14 | 70 | 137 | 9 | 3 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.59 | 0.41 | 1.00 | 1.97 | 0.03 | 1.00 | 0.17 | 0.83 | 1.00 | 0.75 | 0.25 |
| Final Sat.: | 1700 | 2707 | 693 | 1700 | 3353 | 47 | 1700 | 283 | 1417 | 1700 | 1275 | 425 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.06 | 0.06 | 0.00 | 0.19 | 0.19 | 0.01 | 0.05 | 0.05 | 0.08 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.5 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 134 | 222 | 157 | 27 | 892 | 31 | 4 | 30 | 69 | 250 | 93 | 11 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 134 | 222 | 157 | 27 | 892 | 31 | 4 | 30 | 69 | 250 | 93 | 11 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 134 | 222 | 157 | 27 | 892 | 31 | 4 | 30 | 69 | 250 | 93 | 11 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 134 | 222 | 157 | 27 | 892 | 31 | 4 | 30 | 69 | 250 | 93 | 11 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 134 | 222 | 157 | 27 | 892 | 31 | 4 | 30 | 69 | 250 | 93 | 11 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|----|-----|----|---|----|----|-----|----|----|
| AutoPCE: | 134 | 222 | 157 | 27 | 892 | 31 | 4 | 30 | 69 | 250 | 93 | 11 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 134 | 222 | 157 | 27 | 892 | 31 | 4 | 30 | 69 | 250 | 93 | 11 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 61 | 477 | 1169 | 360 |
| MaxVolume: | 2380 | 2081 | 569 | 1006 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2380 | 2081 | 569 | 1006 |
| ApproachVol: | 513 | 950 | 103 | 354 |
| ApproachV/C: | 0.22 | 0.46 | 0.18 | 0.35 |
| ApproachDel: | 1.9 | 3.2 | 7.7 | 5.5 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.8 | 2.5 | 0.7 | 1.6 |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.357
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 19 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 14 | 162 | 9 | 1 | 623 | 194 | 18 | 5 | 42 | 52 | 22 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 14 | 162 | 9 | 1 | 623 | 194 | 18 | 5 | 42 | 52 | 22 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 14 | 162 | 9 | 1 | 623 | 194 | 18 | 5 | 42 | 52 | 22 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 14 | 162 | 9 | 1 | 623 | 194 | 18 | 5 | 42 | 52 | 22 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 14 | 162 | 9 | 1 | 623 | 194 | 18 | 5 | 42 | 52 | 22 | 4 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.89 | 0.11 | 1.00 | 1.53 | 0.47 | 1.00 | 0.11 | 0.89 | 1.00 | 0.85 | 0.15 |
| Final Sat.: | 1700 | 3221 | 179 | 1700 | 2593 | 807 | 1700 | 181 | 1519 | 1700 | 1438 | 262 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.05 | 0.05 | 0.00 | 0.24 | 0.24 | 0.01 | 0.03 | 0.03 | 0.03 | 0.02 | 0.02 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.7 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 28 | 22 | 22 | 193 | 4 | 1 | 256 | 1 | 19 | 435 | 7 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 28 | 22 | 22 | 193 | 4 | 1 | 256 | 1 | 19 | 435 | 7 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 28 | 22 | 22 | 193 | 4 | 1 | 256 | 1 | 19 | 435 | 7 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 28 | 22 | 22 | 193 | 4 | 1 | 256 | 1 | 19 | 435 | 7 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 28 | 22 | 22 | 193 | 4 | 1 | 256 | 1 | 19 | 435 | 7 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|----|----|----|-----|---|---|-----|---|----|-----|---|
| AutoPCE: | 1 | 28 | 22 | 22 | 193 | 4 | 1 | 256 | 1 | 19 | 435 | 7 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 28 | 22 | 22 | 193 | 4 | 1 | 256 | 1 | 19 | 435 | 7 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 279 | 455 | 234 | 30 |
| MaxVolume: | 1049 | 954 | 1074 | 1184 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1049 | 954 | 1074 | 1184 |
| ApproachVol: | 51 | 219 | 258 | 461 |
| ApproachV/C: | 0.05 | 0.23 | 0.24 | 0.39 |
| ApproachDel: | 3.6 | 4.9 | 4.4 | 5.0 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.2 | 0.9 | 0.9 | 1.9 |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.557 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 26 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | |
| Rights: | Include | | | Include | | | Include | | | Include | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 51 | 0 | 57 | 0 | 0 | 0 | 0 | 2259 | 60 | 58 | 1921 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 51 | 0 | 57 | 0 | 0 | 0 | 0 | 2259 | 60 | 58 | 1921 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 51 | 0 | 57 | 0 | 0 | 0 | 0 | 2259 | 60 | 58 | 1921 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 51 | 0 | 57 | 0 | 0 | 0 | 0 | 2259 | 60 | 58 | 1921 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 51 | 0 | 57 | 0 | 0 | 0 | 0 | 2259 | 60 | 58 | 1921 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.44 | 0.04 | 0.03 | 0.38 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: A[8.8]

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1, 0, 1, 0, 0).

Table with columns: Volume Module (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume) and values for each approach.

Table with columns: Critical Gap Module (Critical Gap, FollowUpTim) and values for each approach.

Table with columns: Capacity Module (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and values for each approach.

Table with columns: Level of Service Module (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and values for each approach.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.2 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 41 | 0 | 43 | 6 | 282 | 0 | 0 | 366 | 16 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 41 | 0 | 43 | 6 | 282 | 0 | 0 | 366 | 16 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 41 | 0 | 43 | 6 | 282 | 0 | 0 | 366 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 41 | 0 | 43 | 6 | 282 | 0 | 0 | 366 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 41 | 0 | 43 | 6 | 282 | 0 | 0 | 366 | 16 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|----|---|----|---|-----|---|---|-----|----|
| AutoPCE: | 0 | 0 | 0 | 41 | 0 | 43 | 6 | 282 | 0 | 0 | 366 | 16 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 41 | 0 | 43 | 6 | 282 | 0 | 0 | 366 | 16 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 329 | 366 | 41 | 6 |
| MaxVolume: | xxxxxx | 1002 | 1178 | 1197 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1002 | 1178 | 1197 |
| ApproachVol: | xxxxxx | 84 | 288 | 382 |
| ApproachV/C: | 1.00 | 0.08 | 0.24 | 0.32 |
| ApproachDel: | xxxxxx | 3.9 | 4.0 | 4.4 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.3 | 1.0 | 1.4 |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.7]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 rows for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for gap components (Critical Gp, FollowUpTim) and 4 rows for North, South, East, West bounds.

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 rows for North, South, East, West bounds.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 rows for North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.764 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 45 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 57 | 8 | 75 | 181 | 36 | 139 | 42 | 2717 | 42 | 52 | 1840 | 26 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 57 | 8 | 75 | 181 | 36 | 139 | 42 | 2717 | 42 | 52 | 1840 | 26 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 57 | 8 | 75 | 181 | 36 | 139 | 42 | 2717 | 42 | 52 | 1840 | 26 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 57 | 8 | 75 | 181 | 36 | 139 | 42 | 2717 | 42 | 52 | 1840 | 26 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 57 | 8 | 75 | 181 | 36 | 139 | 42 | 2717 | 42 | 52 | 1840 | 26 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.00 | 0.04 | 0.11 | 0.02 | 0.08 | 0.02 | 0.53 | 0.02 | 0.03 | 0.36 | 0.02 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.445
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 21 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes for "B" St and "LQ" St.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 52 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 99 | 38 | 26 | 134 | 58 | 527 | 150 | 853 | 38 | 12 | 1001 | 39 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 99 | 38 | 26 | 134 | 58 | 527 | 150 | 853 | 38 | 12 | 1001 | 39 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 99 | 38 | 26 | 134 | 58 | 527 | 150 | 853 | 38 | 12 | 1001 | 39 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 99 | 38 | 26 | 134 | 58 | 527 | 150 | 853 | 38 | 12 | 1001 | 39 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 99 | 38 | 26 | 134 | 58 | 527 | 150 | 853 | 38 | 12 | 1001 | 39 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.59 | 0.41 | 1.00 | 1.00 | 1.00 | 1.00 | 1.91 | 0.09 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 1009 | 691 | 1700 | 1700 | 1700 | 1700 | 3255 | 145 | 1700 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.04 | 0.04 | 0.08 | 0.03 | 0.31 | 0.09 | 0.26 | 0.26 | 0.01 | 0.29 | 0.02 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.850
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 65 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 98 | 14 | 217 | 166 | 34 | 48 | 22 | 2720 | 297 | 139 | 1795 | 61 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 98 | 14 | 217 | 166 | 34 | 48 | 22 | 2720 | 297 | 139 | 1795 | 61 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 98 | 14 | 217 | 166 | 34 | 48 | 22 | 2720 | 297 | 139 | 1795 | 61 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 98 | 14 | 217 | 166 | 34 | 48 | 22 | 2720 | 297 | 139 | 1795 | 61 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 98 | 14 | 217 | 166 | 34 | 48 | 22 | 2720 | 297 | 139 | 1795 | 61 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.41 | 0.59 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 705 | 995 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.01 | 0.13 | 0.10 | 0.05 | 0.05 | 0.01 | 0.53 | 0.17 | 0.04 | 0.35 | 0.04 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1630 | 70 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 162 | 7 | 0 | 378 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | Volume |
| 0.00 | 0.10 | 0.10 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.22 | V/C | | 0.00 | V/C | | 0.00 | 0.222 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.22 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.12 | |
| RTC | | 0.22 | RTC | | 0.22 | RTC | | 0.00 | RTC | | 0.09 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.22 | Addl ICU | | 0.00 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1454 | 246 | 1700 | 1700 | 0 | 0 | 0 | 0 | 850 | 0 | 850 | Total Saturation |
| 0 | 177 | 30 | 111 | 378 | 0 | 0 | 0 | 0 | 21 | 0 | 42 | Volume |
| 0.00 | 0.12 | 0.12 | 0.07 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.22 | V/C | | 0.00 | V/C | | 0.02 | 0.247 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.22 | RTOG | | -0.02 | RTOG | | 0.02 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.10 | |
| RTC | | 0.18 | RTC | | 0.24 | RTC | | -0.02 | RTC | | 0.10 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.24 | Addl ICU | | 0.02 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.30 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | | | | | | |
|--|------|-------|-----------|-----------|------|----------|------|-----------|--------------|-------|------|-----------------------------------|--|-------------|--|-----------------------|--|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | | | | | | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | | | | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes | | | | | |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane | | | | | |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1630 | 70 | Total Saturation | | | | | |
| 0 | 0 | 0 | 0 | 0 | 42 | 45 | 288 | 0 | 0 | 350 | 15 | Volume | | | | | |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.03 | 0.17 | 0.00 | 0.00 | 0.21 | 0.21 | Vol/Sat | | | | | |
| <i>Critical Movements</i> | | | | | | | | | | | | | | | | | |
| Direction | | N/A | | Direction | | SBT | | Direction | | EBL | | Direction | | WBT | | Initial ICU | |
| V/C | | 0.00 | | V/C | | 0.00 | | V/C | | 0.03 | | V/C | | 0.21 | | 0.241 | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | | | | | | |
| RTOG | | 0.00 | | RTOG | | 0.00 | | RTOG | | 0.24 | | RTOG | | 0.21 | | Right Turn Adjustment | |
| RTOR | | 0.07 | | RTOR | | 0.03 | | RTOR | | 0.00 | | RTOR | | 0.00 | | | |
| RTC | | 0.05 | | RTC | | 0.02 | | RTC | | 0.24 | | RTC | | 0.21 | | | |
| Addl ICU | | -0.05 | | Addl ICU | | 0.00 | | Addl ICU | | -0.24 | | Addl ICU | | 0.00 | | | |
| | | 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| | | | | | | | | | | | | Clearance Interval | | 0.05 | | | |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | | 0.29 | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1682 | 18 | 31 | 1537 | 132 | Total Saturation |
| 7 | 30 | 22 | 14 | 7 | 14 | 45 | 288 | 3 | 7 | 350 | 30 | Volume |
| 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.02 | 0.03 | 0.17 | 0.17 | 0.23 | 0.23 | 0.23 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.00 | | V/C | 0.02 | | V/C | 0.17 | | V/C | 0.23 | | 0.415 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.02 | | RTOG | 0.02 | | RTOG | 0.17 | | RTOG | 0.37 | | Right Turn Adjustment |
| RTOR | 0.23 | | RTOR | 0.17 | | RTOR | 0.02 | | RTOR | 0.02 | | |
| RTC | 0.15 | | RTC | 0.14 | | RTC | 0.18 | | RTC | 0.38 | | |
| Addl ICU | -0.15 | | Addl ICU | -0.13 | | Addl ICU | -0.01 | | Addl ICU | -0.16 | | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.47 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 288 | 0 | 0 | 309 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | Volume |
| 0.00 | 0.17 | 0.00 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.00 | 0.182 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.18 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | |
| RTC | | 0.18 | RTC | | 0.18 | RTC | | 0.00 | RTC | | 0.01 | |
| Addl ICU | | -0.18 | Addl ICU | | -0.18 | Addl ICU | | 0.03 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.03 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.26 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1683 | 17 | 0 | 1372 | 328 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 89 | 294 | 3 | 0 | 309 | 74 | 105 | 14 | 28 | 7 | 45 | 0 | Volume |
| 0.05 | 0.17 | 0.17 | 0.00 | 0.23 | 0.23 | 0.06 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | N/A | | Initial ICU |
| V/C | 0.05 | | V/C | 0.23 | | V/C | 0.06 | | V/C | 0.00 | | 0.339 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.28 | | RTOG | 0.23 | | RTOG | 0.06 | | RTOG | -0.06 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.06 | | RTOR | 0.05 | | RTOR | 0.10 | | |
| RTC | 0.32 | | RTC | 0.27 | | RTC | 0.10 | | RTC | 0.02 | | |
| Addl ICU | -0.15 | | Addl ICU | -0.05 | | Addl ICU | -0.08 | | Addl ICU | -0.02 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.39 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 294 | 0 | 0 | 279 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.17 | 0.00 | 0.00 | 0.16 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.17 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.173 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.17 | RTOG | | 0.17 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.17 | RTC | | 0.17 | RTC | | 0.01 | RTC | | 0.00 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.04 | Addl ICU | | -0.01 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.22 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 2 | 3 | 0 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 3400 | 4328 | 772 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 1033 | 252 | 65 | 398 | 381 | 68 | 127 | 1045 | 524 | 290 | 957 | 170 | Volume |
| 0.30 | 0.07 | 0.04 | 0.12 | 0.09 | 0.09 | 0.04 | 0.20 | 0.31 | 0.09 | 0.19 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.30 | | V/C | 0.09 | | V/C | 0.20 | | V/C | 0.09 | | 0.682 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.27 | | RTOG | 0.09 | | RTOG | 0.20 | | RTOG | 0.25 | | |
| RTOR | 0.09 | | RTOR | 0.10 | | RTOR | 0.30 | | RTOR | 0.32 | | |
| RTC | 0.34 | | RTC | 0.16 | | RTC | 0.43 | | RTC | 0.49 | | |
| Addl ICU | -0.30 | | Addl ICU | -0.08 | | Addl ICU | -0.12 | | Addl ICU | -0.39 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.73 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 166 | 779 | 316 | 385 | 1354 | 147 | 173 | 1607 | 322 | 308 | 1985 | 309 | Volume |
| 0.05 | 0.15 | 0.00 | 0.11 | 0.27 | 0.09 | 0.05 | 0.32 | 0.19 | 0.09 | 0.39 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.27 | | V/C | 0.05 | | V/C | 0.39 | | 0.754 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.20 | | RTOG | 0.27 | | RTOG | 0.35 | | RTOG | 0.39 | | Right Turn Adjustment |
| RTOR | 0.13 | | RTOR | 0.05 | | RTOR | 0.05 | | RTOR | 0.16 | | |
| RTC | 0.29 | | RTC | 0.30 | | RTC | 0.39 | | RTC | 0.51 | | |
| Addl ICU | -0.29 | | Addl ICU | -0.22 | | Addl ICU | -0.20 | | Addl ICU | -0.33 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 0.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 4258 | 842 | 3400 | 5100 | 1700 | 1700 | 850 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 176 | 819 | 162 | 83 | 1502 | 426 | 340 | 165 | 228 | 483 | 338 | 137 | Volume |
| 0.05 | 0.19 | 0.19 | 0.02 | 0.29 | 0.25 | 0.20 | 0.19 | 0.09 | 0.14 | 0.20 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.29 | | V/C | 0.20 | | V/C | 0.20 | | 0.745 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.32 | | RTOG | 0.29 | | RTOG | 0.26 | | RTOG | 0.20 | | |
| RTOR | 0.20 | | RTOR | 0.20 | | RTOR | 0.05 | | RTOR | 0.15 | | |
| RTC | 0.48 | | RTC | 0.44 | | RTC | 0.30 | | RTC | 0.31 | | |
| Addl ICU | -0.28 | | Addl ICU | -0.19 | | Addl ICU | -0.21 | | Addl ICU | -0.23 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 135 | 839 | 283 | 266 | 1704 | 361 | 265 | 561 | 148 | 647 | 851 | 90 | Volume |
| 0.04 | 0.16 | 0.17 | 0.08 | 0.25 | 0.21 | 0.08 | 0.17 | 0.09 | 0.19 | 0.25 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.25 | V/C | | 0.17 | V/C | | 0.19 | 0.646 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.25 | RTOG | | 0.17 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.11 | RTOR | | 0.04 | RTOR | | 0.13 | |
| RTC | | 0.35 | RTC | | 0.33 | RTC | | 0.19 | RTC | | 0.37 | |
| Addl ICU | | -0.19 | Addl ICU | | -0.12 | Addl ICU | | -0.11 | Addl ICU | | -0.32 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 256 | 0 | 446 | 0 | 0 | 0 | 0 | 836 | 731 | 486 | 1155 | 0 | Volume |
| 0.08 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.14 | 0.34 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.08 | V/C | | 0.00 | V/C | | 0.25 | V/C | | 0.14 | 0.464 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | -0.08 | RTOG | | 0.25 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.05 | RTOR | | 0.08 | RTOR | | 0.08 | |
| RTC | | 0.18 | RTC | | -0.04 | RTC | | 0.30 | RTC | | 0.45 | |
| Addl ICU | | -0.05 | Addl ICU | | 0.04 | Addl ICU | | -0.30 | Addl ICU | | -0.45 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.51 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 113 | 574 | 280 | 446 | 1027 | 121 | 277 | 1583 | 386 | 552 | 1556 | 163 | Volume |
| 0.03 | 0.11 | 0.08 | 0.13 | 0.30 | 0.07 | 0.08 | 0.23 | 0.23 | 0.16 | 0.31 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.30 | | V/C | 0.23 | | V/C | 0.16 | | 0.730 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.20 | | RTOG | 0.30 | | RTOG | 0.23 | | RTOG | 0.31 | | |
| RTOR | 0.16 | | RTOR | 0.09 | | RTOR | 0.03 | | RTOR | 0.22 | | |
| RTC | 0.33 | | RTC | 0.37 | | RTC | 0.26 | | RTC | 0.48 | | |
| Addl ICU | -0.24 | | Addl ICU | -0.30 | | Addl ICU | -0.03 | | Addl ICU | -0.38 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 225 | 492 | 233 | 336 | 2455 | 103 | 157 | 348 | 669 | 518 | 900 | 352 | Volume |
| 0.07 | 0.10 | 0.00 | 0.10 | 0.48 | 0.06 | 0.05 | 0.07 | 0.00 | 0.15 | 0.18 | 0.21 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.48 | V/C | | 0.05 | V/C | | 0.18 | 0.770 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.45 | RTOG | | 0.48 | RTOG | | 0.07 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.05 | RTOR | | 0.07 | RTOR | | 0.45 | |
| RTC | | 0.56 | RTC | | 0.52 | RTC | | 0.12 | RTC | | 0.51 | |
| Addl ICU | | -0.56 | Addl ICU | | -0.46 | Addl ICU | | -0.12 | Addl ICU | | -0.31 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.82 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 1.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 1832 | 3268 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 295 | 1115 | 734 | 347 | 3531 | 406 | 143 | 255 | 358 | 636 | 311 | 423 | Volume |
| 0.09 | 0.16 | 0.43 | 0.10 | 0.52 | 0.24 | 0.08 | 0.08 | 0.11 | 0.19 | 0.12 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.09 | | V/C | 0.52 | | V/C | 0.08 | | V/C | 0.19 | | 0.871 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.50 | | RTOG | 0.52 | | RTOG | 0.08 | | RTOG | 0.19 | | Right Turn Adjustment |
| RTOR | 0.19 | | RTOR | 0.14 | | RTOR | 0.09 | | RTOR | 0.44 | | |
| RTC | 0.64 | | RTC | 0.63 | | RTC | 0.14 | | RTC | 0.52 | | |
| Addl ICU | -0.21 | | Addl ICU | -0.39 | | Addl ICU | -0.04 | | Addl ICU | -0.35 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.92 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 1420 | 92 | 585 | 3823 | 0 | 713 | 2 | 1197 | 0 | 0 | 0 | Volume |
| 0.00 | 0.21 | 0.05 | 0.17 | 0.56 | 0.00 | 0.17 | 0.00 | 0.47 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | N/A | | Initial ICU |
| V/C | 0.00 | | V/C | 0.56 | | V/C | 0.17 | | V/C | 0.00 | | 0.730 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.39 | | RTOG | 0.56 | | RTOG | 0.17 | | RTOG | -0.17 | | Right Turn Adjustment |
| RTOR | 0.17 | | RTOR | 0.17 | | RTOR | 0.00 | | RTOR | 0.35 | | |
| RTC | 0.52 | | RTC | 0.69 | | RTC | 0.17 | | RTC | 0.10 | | |
| Addl ICU | -0.46 | | Addl ICU | -0.69 | | Addl ICU | 0.30 | | Addl ICU | -0.10 | | |
| | 0.00 | | | 0.00 | | | 0.30 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 1.08 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4793 | 307 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 36 | 1313 | 84 | 95 | 4280 | 161 | 54 | 4 | 50 | 73 | 10 | 79 | Volume |
| 0.02 | 0.27 | 0.27 | 0.06 | 0.84 | 0.09 | 0.03 | 0.00 | 0.03 | 0.04 | 0.01 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.84 | V/C | | 0.00 | V/C | | 0.04 | 0.906 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.80 | RTOG | | 0.84 | RTOG | | 0.00 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.02 | RTOR | | 0.59 | |
| RTC | | 0.84 | RTC | | 0.87 | RTC | | 0.02 | RTC | | 0.45 | |
| Addl ICU | | -0.56 | Addl ICU | | -0.77 | Addl ICU | | 0.01 | Addl ICU | | -0.41 | |
| | | 0.00 | | | 0.00 | | | 0.01 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.97 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 134 | 918 | 187 | 1765 | 2110 | 449 | 116 | 149 | 112 | 72 | 235 | 366 | Volume |
| 0.08 | 0.18 | 0.11 | 0.52 | 0.41 | 0.26 | 0.03 | 0.09 | 0.07 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.18 | V/C | | 0.52 | V/C | | 0.03 | V/C | | 0.14 | 0.871 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.62 | RTOG | | 0.15 | RTOG | | 0.14 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.03 | RTOR | | 0.29 | RTOR | | 0.52 | |
| RTC | | 0.24 | RTC | | 0.65 | RTC | | 0.37 | RTC | | 0.53 | |
| Addl ICU | | -0.13 | Addl ICU | | -0.38 | Addl ICU | | -0.30 | Addl ICU | | -0.53 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.92 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 2 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 3400 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 257 | 0 | 217 | 0 | 2073 | 234 | 206 | 1926 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.06 | 0.00 | 0.30 | 0.14 | 0.06 | 0.38 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.15 | V/C | | 0.30 | V/C | | 0.06 | 0.517 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.15 | RTOG | | 0.15 | RTOG | | 0.30 | RTOG | | 0.37 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | -0.01 | RTOR | | 0.15 | RTOR | | 0.15 | |
| RTC | | -0.11 | RTC | | 0.14 | RTC | | 0.42 | RTC | | 0.48 | |
| Addl ICU | | 0.11 | Addl ICU | | -0.08 | Addl ICU | | -0.28 | Addl ICU | | -0.48 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.57 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4522 | 578 | Total Saturation |
| 67 | 0 | 127 | 0 | 0 | 0 | 0 | 2172 | 140 | 0 | 2114 | 270 | Volume |
| 0.04 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.64 | 0.00 | 0.00 | 0.47 | 0.47 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.64 | V/C | | 0.00 | 0.678 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | -0.04 | RTOG | | 0.64 | RTOG | | 0.64 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.17 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.04 | RTC | | 0.09 | RTC | | 0.67 | RTC | | 0.67 | |
| Addl ICU | | 0.04 | Addl ICU | | -0.09 | Addl ICU | | -0.67 | Addl ICU | | -0.20 | |
| | | 0.04 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.76 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 280 | 535 | 133 | 299 | 1544 | 656 | 711 | 1539 | 894 | 340 | 1294 | 273 | Volume |
| 0.08 | 0.10 | 0.00 | 0.09 | 0.30 | 0.00 | 0.14 | 0.30 | 0.53 | 0.10 | 0.25 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.30 | V/C | | 0.14 | V/C | | 0.25 | 0.778 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.30 | RTOG | | 0.30 | RTOG | | 0.29 | RTOG | | 0.25 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.14 | RTOR | | 0.08 | RTOR | | 0.28 | |
| RTC | | 0.37 | RTC | | 0.41 | RTC | | 0.35 | RTC | | 0.46 | |
| Addl ICU | | -0.37 | Addl ICU | | -0.41 | Addl ICU | | 0.17 | Addl ICU | | -0.30 | |
| | | 0.00 | | | 0.00 | | | 0.17 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 1.00 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|------|-----------------------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 4966 | 134 | 1700 | 764 | 936 | 1700 | 1700 | 1700 | Total Saturation |
| 141 | 1196 | 107 | 106 | 2078 | 56 | 22 | 111 | 136 | 264 | 104 | 226 | Volume |
| 0.08 | 0.23 | 0.00 | 0.06 | 0.42 | 0.42 | 0.01 | 0.15 | 0.15 | 0.16 | 0.06 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.08 | | V/C | 0.42 | | V/C | 0.15 | | V/C | 0.16 | | 0.802 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.44 | | RTOG | 0.42 | | RTOG | 0.15 | | RTOG | 0.29 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.24 | | RTOR | 0.08 | | RTOR | 0.27 | | |
| RTC | 0.56 | | RTC | 0.60 | | RTC | 0.21 | | RTC | 0.49 | | |
| Addl ICU | -0.56 | | Addl ICU | -0.18 | | Addl ICU | -0.06 | | Addl ICU | -0.35 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | | 0.85 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|------|-----------------------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 4919 | 181 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 163 | 1244 | 229 | 117 | 2144 | 79 | 13 | 12 | 29 | 399 | 42 | 110 | Volume |
| 0.10 | 0.24 | 0.00 | 0.03 | 0.44 | 0.44 | 0.01 | 0.01 | 0.00 | 0.12 | 0.02 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.10 | | V/C | 0.44 | | V/C | 0.01 | | V/C | 0.12 | | 0.656 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.50 | | RTOG | 0.44 | | RTOG | 0.01 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.12 | | RTOR | 0.10 | | RTOR | 0.10 | | RTOR | 0.29 | | |
| RTC | 0.59 | | RTC | 0.51 | | RTC | 0.08 | | RTC | 0.33 | | |
| Addl ICU | -0.59 | | Addl ICU | -0.07 | | Addl ICU | -0.08 | | Addl ICU | -0.27 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | | 0.71 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2686 | 714 | Total Saturation |
| 5 | 1053 | 162 | 120 | 1282 | 1020 | 548 | 208 | 11 | 228 | 399 | 106 | Volume |
| 0.00 | 0.21 | 0.00 | 0.04 | 0.25 | 0.00 | 0.16 | 0.06 | 0.01 | 0.07 | 0.15 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.25 | V/C | | 0.16 | V/C | | 0.15 | 0.564 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.25 | RTOG | | 0.24 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.16 | RTOR | | 0.00 | RTOR | | 0.05 | |
| RTC | | 0.41 | RTC | | 0.37 | RTC | | 0.24 | RTC | | 0.18 | |
| Addl ICU | | -0.41 | Addl ICU | | -0.37 | Addl ICU | | -0.24 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.61 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3902 | 345 | 0 | 1326 | 0 | 0 | 0 | 0 | 171 | 0 | 1334 | Volume |
| 0.00 | 0.57 | 0.00 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.26 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.57 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.10 | 0.674 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.57 | RTOG | | 0.57 | RTOG | | -0.10 | RTOG | | 0.10 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.10 | RTOR | | 0.31 | RTOR | | 0.00 | |
| RTC | | 0.65 | RTC | | 0.65 | RTC | | 0.13 | RTC | | 0.10 | |
| Addl ICU | | -0.65 | Addl ICU | | -0.65 | Addl ICU | | -0.13 | Addl ICU | | 0.16 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.16 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.89 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 1490 | 0 | 0 | 1124 | 434 | 2698 | 0 | 525 | 0 | 0 | 0 | Volume |
| 0.00 | 0.29 | 0.00 | 0.00 | 0.22 | 0.00 | 0.53 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.29 | V/C | | 0.00 | V/C | | 0.53 | V/C | | 0.00 | 0.821 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.29 | RTOG | | 0.29 | RTOG | | 0.53 | RTOG | | -0.53 | Right Turn Adjustment |
| RTOR | | 0.53 | RTOR | | 0.53 | RTOR | | 0.07 | RTOR | | 0.00 | |
| RTC | | 0.69 | RTC | | 0.69 | RTC | | 0.58 | RTC | | -0.53 | |
| Addl ICU | | -0.69 | Addl ICU | | -0.69 | Addl ICU | | -0.27 | Addl ICU | | 0.53 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.87 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 293 | 0 | 462 | 0 | 741 | 377 | 431 | 1337 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.14 | 0.00 | 0.22 | 0.22 | 0.13 | 0.39 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.17 | V/C | | 0.00 | V/C | | 0.39 | 0.566 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.17 | RTOG | | 0.17 | RTOG | | 0.27 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.00 | RTOR | | 0.17 | RTOR | | 0.17 | |
| RTC | | -0.04 | RTC | | 0.17 | RTC | | 0.40 | RTC | | 0.52 | |
| Addl ICU | | 0.04 | Addl ICU | | -0.04 | Addl ICU | | -0.17 | Addl ICU | | -0.52 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.62 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 277 | 0 | 602 | 0 | 0 | 0 | 0 | 1014 | 41 | 131 | 1490 | 0 | Volume |
| 0.08 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.08 | 0.44 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.08 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.44 | | 0.520 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.08 | | RTOG | -0.08 | | RTOG | 0.36 | | RTOG | 0.44 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.00 | | RTOR | 0.08 | | RTOR | 0.08 | | |
| RTC | 0.19 | | RTC | -0.08 | | RTC | 0.42 | | RTC | 0.50 | | |
| Addl ICU | -0.01 | | Addl ICU | 0.08 | | Addl ICU | -0.42 | | Addl ICU | -0.50 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.57 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 248 | 19 | 104 | 152 | 70 | 23 | 22 | 971 | 196 | 413 | 1378 | 24 | Volume |
| 0.15 | 0.01 | 0.06 | 0.09 | 0.02 | 0.01 | 0.01 | 0.29 | 0.12 | 0.24 | 0.41 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.15 | | V/C | 0.02 | | V/C | 0.29 | | V/C | 0.24 | | 0.695 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.08 | | RTOG | 0.02 | | RTOG | 0.29 | | RTOG | 0.52 | | Right Turn Adjustment |
| RTOR | 0.24 | | RTOR | 0.12 | | RTOR | 0.15 | | RTOR | 0.16 | | |
| RTC | 0.26 | | RTC | 0.11 | | RTC | 0.40 | | RTC | 0.63 | | |
| Addl ICU | -0.20 | | Addl ICU | -0.10 | | Addl ICU | -0.28 | | Addl ICU | -0.62 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | |
| | | | | | | | | | | | 0.75 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 0.5 | 0.0 | 0.5 | 0.5 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 1218 | 482 | 514 | 405 | 1295 | 295 | Total Saturation |
| 32 | 158 | 6 | 40 | 546 | 195 | 43 | 17 | 26 | 20 | 64 | 34 | Volume |
| 0.04 | 0.09 | 0.01 | 0.05 | 0.32 | 0.23 | 0.04 | 0.04 | 0.04 | 0.05 | 0.06 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.32 | V/C | | 0.04 | V/C | | 0.06 | 0.456 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.31 | RTOG | | 0.32 | RTOG | | 0.05 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.27 | |
| RTC | | 0.35 | RTC | | 0.35 | RTC | | 0.08 | RTC | | 0.26 | |
| Addl ICU | | -0.35 | Addl ICU | | -0.12 | Addl ICU | | -0.03 | Addl ICU | | -0.20 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.51 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 145 | 54 | 70 | 303 | 409 | 647 | 175 | 1933 | 285 | 124 | 1781 | 84 | Volume |
| 0.04 | 0.02 | 0.04 | 0.18 | 0.12 | 0.00 | 0.05 | 0.38 | 0.17 | 0.04 | 0.35 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.04 | | V/C | 0.12 | | V/C | 0.38 | | V/C | 0.04 | | 0.578 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.02 | | RTOG | 0.12 | | RTOG | 0.38 | | RTOG | 0.36 | | Right Turn Adjustment |
| RTOR | 0.04 | | RTOR | 0.07 | | RTOR | 0.04 | | RTOR | 0.15 | | |
| RTC | 0.01 | | RTC | 0.17 | | RTC | 0.41 | | RTC | 0.47 | | |
| Addl ICU | 0.03 | | Addl ICU | -0.17 | | Addl ICU | -0.24 | | Addl ICU | -0.42 | | |
| | 0.03 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3226 | 174 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3243 | 157 | Total Saturation |
| 162 | 74 | 4 | 22 | 366 | 897 | 673 | 331 | 608 | 27 | 600 | 29 | Volume |
| 0.05 | 0.02 | 0.02 | 0.01 | 0.11 | 0.53 | 0.20 | 0.10 | 0.36 | 0.02 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.11 | V/C | | 0.20 | V/C | | 0.19 | 0.538 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.14 | RTOG | | 0.11 | RTOG | | 0.37 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.29 | RTOR | | 0.20 | RTOR | | 0.05 | RTOR | | 0.13 | |
| RTC | | 0.36 | RTC | | 0.26 | RTC | | 0.40 | RTC | | 0.28 | |
| Addl ICU | | -0.33 | Addl ICU | | 0.27 | Addl ICU | | -0.05 | Addl ICU | | -0.10 | |
| | | 0.00 | | | 0.27 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.86 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 345 | 0 | 166 | 62 | 970 | 0 | 0 | 1148 | 153 | Volume |
| 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.10 | 0.04 | 0.29 | 0.00 | 0.00 | 0.34 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.10 | | V/C | 0.04 | | V/C | 0.34 | | 0.476 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.10 | | RTOG | 0.10 | | RTOG | 0.37 | | RTOG | 0.34 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.04 | | RTOR | 0.10 | | RTOR | 0.10 | | |
| RTC | -0.03 | | RTC | 0.13 | | RTC | 0.45 | | RTC | 0.41 | | |
| Addl ICU | 0.03 | | Addl ICU | -0.03 | | Addl ICU | -0.45 | | Addl ICU | -0.32 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.53 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 136 | 0 | 68 | 0 | 0 | 0 | 0 | 2685 | 253 | 125 | 1817 | 0 | Volume |
| 0.08 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.53 | 0.15 | 0.07 | 0.36 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.08 | V/C | | 0.00 | V/C | | 0.53 | V/C | | 0.07 | 0.680 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | -0.08 | RTOG | | 0.53 | RTOG | | 0.60 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.24 | RTOR | | 0.08 | RTOR | | 0.08 | |
| RTC | | 0.14 | RTC | | 0.10 | RTC | | 0.59 | RTC | | 0.66 | |
| Addl ICU | | -0.10 | Addl ICU | | -0.10 | Addl ICU | | -0.44 | Addl ICU | | -0.66 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.73 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 134 | 349 | 99 | 293 | 561 | 395 | 205 | 504 | 109 | 161 | 1026 | 310 | Volume |
| 0.08 | 0.10 | 0.06 | 0.09 | 0.17 | 0.23 | 0.06 | 0.15 | 0.06 | 0.05 | 0.30 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.08 | | V/C | 0.17 | | V/C | 0.06 | | V/C | 0.30 | | 0.606 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.16 | | RTOG | 0.17 | | RTOG | 0.31 | | RTOG | 0.30 | | Right Turn Adjustment |
| RTOR | 0.21 | | RTOR | 0.06 | | RTOR | 0.08 | | RTOR | 0.14 | | |
| RTC | 0.32 | | RTC | 0.21 | | RTC | 0.37 | | RTC | 0.41 | | |
| Addl ICU | -0.26 | | Addl ICU | 0.02 | | Addl ICU | -0.31 | | Addl ICU | -0.23 | | |
| | 0.00 | | | 0.02 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.68 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 632 | 489 | 237 | 117 | 361 | 319 | 249 | 1089 | 372 | 172 | 1311 | 113 | Volume |
| 0.19 | 0.14 | 0.14 | 0.07 | 0.11 | 0.19 | 0.07 | 0.21 | 0.00 | 0.05 | 0.26 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.19 | V/C | | 0.11 | V/C | | 0.07 | V/C | | 0.26 | 0.622 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.11 | RTOG | | 0.28 | RTOG | | 0.26 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.07 | RTOR | | 0.19 | RTOR | | 0.15 | |
| RTC | | 0.31 | RTC | | 0.16 | RTC | | 0.42 | RTC | | 0.37 | |
| Addl ICU | | -0.17 | Addl ICU | | 0.03 | Addl ICU | | -0.42 | Addl ICU | | -0.30 | |
| | | 0.00 | | | 0.03 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 1700 | 6508 | 1992 | 3400 | 1700 | 3400 | 3400 | 2456 | 944 | Total Saturation |
| 1030 | 2992 | 34 | 20 | 2470 | 756 | 279 | 20 | 326 | 5 | 13 | 5 | Volume |
| 0.30 | 0.44 | 0.02 | 0.01 | 0.38 | 0.38 | 0.08 | 0.01 | 0.10 | 0.00 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.30 | | V/C | 0.38 | | V/C | 0.08 | | V/C | 0.01 | | 0.770 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.67 | | RTOG | 0.38 | | RTOG | 0.09 | | RTOG | 0.01 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.08 | | RTOR | 0.30 | | RTOR | 0.24 | | |
| RTC | 0.73 | | RTC | 0.44 | | RTC | 0.31 | | RTC | 0.19 | | |
| Addl ICU | -0.71 | | Addl ICU | -0.06 | | Addl ICU | -0.22 | | Addl ICU | -0.18 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.82 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 110 | 1590 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 325 | 5 | 72 | 71 | 79 | 317 | 16 | 1078 | 128 | 42 | 1421 | 0 | Volume |
| 0.10 | 0.05 | 0.05 | 0.04 | 0.05 | 0.19 | 0.01 | 0.32 | 0.08 | 0.02 | 0.42 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.10 | V/C | | 0.05 | V/C | | 0.01 | V/C | | 0.42 | 0.569 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.05 | RTOG | | 0.40 | RTOG | | 0.42 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.01 | RTOR | | 0.10 | RTOR | | 0.10 | |
| RTC | | 0.18 | RTC | | 0.05 | RTC | | 0.47 | RTC | | 0.49 | |
| Addl ICU | | -0.14 | Addl ICU | | 0.13 | Addl ICU | | -0.40 | Addl ICU | | -0.49 | |
| | | 0.00 | | | 0.13 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.75 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 60 | 60 | 138 | 440 | 92 | 194 | 102 | 2191 | 42 | 83 | 1738 | 204 | Volume |
| 0.04 | 0.04 | 0.08 | 0.13 | 0.05 | 0.11 | 0.06 | 0.43 | 0.02 | 0.05 | 0.34 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.13 | V/C | | 0.43 | V/C | | 0.05 | 0.643 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.13 | RTOG | | 0.43 | RTOG | | 0.42 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.14 | RTOR | | 0.11 | RTOR | | 0.13 | |
| RTC | | 0.07 | RTC | | 0.23 | RTC | | 0.51 | RTC | | 0.52 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.12 | Addl ICU | | -0.49 | Addl ICU | | -0.40 | |
| | | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2707 | 693 | 1700 | 3353 | 47 | 1700 | 283 | 1417 | 1700 | 1275 | 425 | Total Saturation |
| 18 | 164 | 42 | 2 | 645 | 9 | 13 | 14 | 70 | 137 | 9 | 3 | Volume |
| 0.01 | 0.06 | 0.06 | 0.00 | 0.19 | 0.19 | 0.01 | 0.05 | 0.05 | 0.08 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.19 | V/C | | 0.05 | V/C | | 0.08 | 0.333 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.19 | RTOG | | 0.05 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.12 | RTOR | | 0.01 | RTOR | | 0.14 | |
| RTC | | 0.26 | RTC | | 0.28 | RTC | | 0.06 | RTC | | 0.23 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.09 | Addl ICU | | -0.01 | Addl ICU | | -0.22 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | Total Saturation |
| 134 | 222 | 157 | 27 | 892 | 31 | 4 | 30 | 69 | 250 | 93 | 11 | Volume |
| 0.16 | 0.13 | 0.18 | 0.03 | 0.52 | 0.04 | 0.00 | 0.02 | 0.08 | 0.29 | 0.05 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.16 | V/C | | 0.52 | V/C | | 0.02 | V/C | | 0.29 | 0.994 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.65 | RTOG | | 0.52 | RTOG | | 0.02 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.29 | RTOR | | 0.26 | RTOR | | 0.16 | RTOR | | 0.55 | |
| RTC | | 0.87 | RTC | | 0.72 | RTC | | 0.14 | RTC | | 0.72 | |
| Addl ICU | | -0.69 | Addl ICU | | -0.68 | Addl ICU | | -0.05 | Addl ICU | | -0.71 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 1.04 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3221 | 179 | 1700 | 2593 | 807 | 1700 | 181 | 1519 | 1700 | 1438 | 262 | Total Saturation |
| 14 | 162 | 9 | 1 | 623 | 194 | 18 | 5 | 42 | 52 | 22 | 4 | Volume |
| 0.01 | 0.05 | 0.05 | 0.00 | 0.24 | 0.24 | 0.01 | 0.03 | 0.03 | 0.03 | 0.02 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.01 | | V/C | 0.24 | | V/C | 0.03 | | V/C | 0.03 | | 0.307 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.25 | | RTOG | 0.24 | | RTOG | 0.03 | | RTOG | 0.05 | | Right Turn Adjustment |
| RTOR | 0.03 | | RTOR | 0.04 | | RTOR | 0.01 | | RTOR | 0.20 | | |
| RTC | 0.27 | | RTC | 0.27 | | RTC | 0.03 | | RTC | 0.20 | | |
| Addl ICU | -0.22 | | Addl ICU | -0.03 | | Addl ICU | -0.01 | | Addl ICU | -0.18 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.36 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 952 | 748 | 850 | 1665 | 35 | 850 | 1693 | 7 | 850 | 1673 | 27 | Total Saturation |
| 1 | 28 | 22 | 22 | 193 | 4 | 1 | 256 | 1 | 19 | 435 | 7 | Volume |
| 0.00 | 0.03 | 0.03 | 0.03 | 0.12 | 0.12 | 0.00 | 0.15 | 0.15 | 0.02 | 0.26 | 0.26 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.26 | 0.378 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.12 | RTOG | | 0.24 | RTOG | | 0.26 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.09 | |
| RTC | | 0.17 | RTC | | 0.12 | RTC | | 0.24 | RTC | | 0.33 | |
| Addl ICU | | -0.14 | Addl ICU | | 0.00 | Addl ICU | | -0.09 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.43 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 51 | 0 | 57 | 0 | 0 | 0 | 0 | 2259 | 60 | 58 | 1921 | 0 | Volume |
| 0.03 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.44 | 0.04 | 0.03 | 0.38 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.00 | V/C | | 0.44 | V/C | | 0.03 | 0.507 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | -0.03 | RTOG | | 0.44 | RTOG | | 0.48 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.10 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.06 | RTC | | 0.05 | RTC | | 0.47 | RTC | | 0.50 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.05 | Addl ICU | | -0.43 | Addl ICU | | -0.50 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.56 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 8 | 26 | 0 | 0 | 41 | 120 | 27 | 0 | 20 | 0 | 0 | 0 | Volume |
| 0.00 | 0.02 | 0.00 | 0.00 | 0.02 | 0.07 | 0.02 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.02 | V/C | | 0.02 | V/C | | 0.00 | 0.045 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.02 | RTOG | | 0.02 | RTOG | | -0.02 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.01 | |
| RTC | | 0.04 | RTC | | 0.04 | RTC | | 0.02 | RTC | | -0.01 | |
| Addl ICU | | -0.04 | Addl ICU | | 0.03 | Addl ICU | | -0.01 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.03 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.13 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 35 | 1665 | 0 | 0 | 1629 | 71 | Total Saturation |
| 0 | 0 | 0 | 41 | 0 | 43 | 6 | 282 | 0 | 0 | 366 | 16 | Volume |
| 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.05 | 0.17 | 0.17 | 0.00 | 0.00 | 0.22 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.17 | V/C | | 0.22 | 0.442 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.05 | RTOG | | 0.05 | RTOG | | 0.39 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.22 | RTOR | | 0.17 | RTOR | | 0.05 | RTOR | | 0.05 | |
| RTC | | 0.12 | RTC | | 0.18 | RTC | | 0.43 | RTC | | 0.26 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.12 | Addl ICU | | -0.43 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.49 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1685 | 15 | Total Saturation |
| 0 | 0 | 0 | 7 | 0 | 4 | 12 | 337 | 0 | 0 | 344 | 3 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.20 | 0.00 | 0.00 | 0.20 | 0.20 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.01 | V/C | | 0.20 | 0.219 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.01 | RTOG | | 0.21 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.00 | RTC | | 0.01 | RTC | | 0.22 | RTC | | 0.21 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.01 | Addl ICU | | -0.22 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 57 | 8 | 75 | 181 | 36 | 139 | 42 | 2717 | 42 | 52 | 1840 | 26 | Volume |
| 0.03 | 0.00 | 0.04 | 0.11 | 0.02 | 0.08 | 0.02 | 0.53 | 0.02 | 0.03 | 0.36 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.11 | V/C | | 0.53 | V/C | | 0.03 | 0.675 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.08 | RTOG | | 0.53 | RTOG | | 0.54 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.20 | RTOR | | 0.09 | RTOR | | 0.11 | |
| RTC | | 0.03 | RTC | | 0.23 | RTC | | 0.60 | RTC | | 0.62 | |
| Addl ICU | | 0.02 | Addl ICU | | -0.15 | Addl ICU | | -0.58 | Addl ICU | | -0.60 | |
| | | 0.02 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.74 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1446 | 254 | 1700 | 1602 | 98 | 1700 | 1481 | 219 | 1700 | 1293 | 407 | Total Saturation |
| 19 | 125 | 22 | 78 | 115 | 7 | 24 | 277 | 41 | 10 | 321 | 101 | Volume |
| 0.01 | 0.09 | 0.09 | 0.05 | 0.07 | 0.07 | 0.01 | 0.19 | 0.19 | 0.01 | 0.25 | 0.25 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.09 | V/C | | 0.05 | V/C | | 0.01 | V/C | | 0.25 | 0.395 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.12 | RTOG | | 0.26 | RTOG | | 0.25 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.01 | RTOR | | 0.06 | RTOR | | 0.05 | |
| RTC | | 0.14 | RTC | | 0.13 | RTC | | 0.30 | RTC | | 0.28 | |
| Addl ICU | | -0.06 | Addl ICU | | -0.06 | Addl ICU | | -0.11 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.44 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1009 | 691 | 1700 | 1700 | 1700 | 1700 | 3255 | 145 | 1700 | 3400 | 1700 | Total Saturation |
| 99 | 38 | 26 | 134 | 58 | 527 | 150 | 853 | 38 | 12 | 1001 | 39 | Volume |
| 0.06 | 0.04 | 0.04 | 0.08 | 0.03 | 0.31 | 0.09 | 0.26 | 0.26 | 0.01 | 0.29 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.04 | | V/C | 0.08 | | V/C | 0.09 | | V/C | 0.29 | | 0.499 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | 0.06 | | RTOG | 0.38 | | RTOG | 0.29 | | Right Turn Adjustment |
| RTOR | 0.12 | | RTOR | 0.09 | | RTOR | 0.08 | | RTOR | 0.08 | | |
| RTC | 0.13 | | RTC | 0.12 | | RTC | 0.44 | | RTC | 0.35 | | |
| Addl ICU | -0.09 | | Addl ICU | 0.19 | | Addl ICU | -0.18 | | Addl ICU | -0.33 | | |
| | 0.00 | | | 0.19 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.73 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 1) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 705 | 995 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 98 | 14 | 217 | 166 | 34 | 48 | 22 | 2720 | 297 | 139 | 1795 | 61 | Volume |
| 0.06 | 0.01 | 0.13 | 0.10 | 0.05 | 0.05 | 0.01 | 0.53 | 0.17 | 0.04 | 0.35 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.01 | | V/C | 0.10 | | V/C | 0.53 | | V/C | 0.04 | | 0.680 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.01 | | RTOG | 0.05 | | RTOG | 0.53 | | RTOG | 0.56 | | Right Turn Adjustment |
| RTOR | 0.04 | | RTOR | 0.22 | | RTOR | 0.06 | | RTOR | 0.10 | | |
| RTC | 0.04 | | RTC | 0.21 | | RTC | 0.58 | | RTC | 0.63 | | |
| Addl ICU | 0.09 | | Addl ICU | -0.17 | | Addl ICU | -0.40 | | Addl ICU | -0.60 | | |
| | 0.09 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.82 | |

INTERSECTION ANALYSIS WORKSHEETS

**POST YEAR 2035 – WITH PROJECT
2012 MODIFIED PROJECT OPTION 1
PM PEAK HOUR**

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Impact Analysis Report
 Level Of Service

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|------|-------------|---------|--------|-------------|---------|--------------|
| | LOS | Del/ Veh | V/ C | LOS | Del/ Veh | V/ C | |
| # 1 "B" St & Driveway 1 | A | 9.7 | 0.005 | A | 9.7 | 0.005 | + 0.000 D/V |
| # 2 "B" St & Driveway 2 | B | 10.0 | 0.024 | B | 10.0 | 0.024 | + 0.000 D/V |
| # 3 Driveway 3 & "LQ" St | A | 10.0 | 0.028 | A | 10.0 | 0.028 | + 0.000 D/V |
| # 4 Driveway 4 & "LQ" St | B | 13.5 | 0.020 | B | 13.5 | 0.020 | + 0.000 D/V |
| # 5 "LQ" St & Driveway 5 | A | 10.0 | 0.038 | A | 10.0 | 0.038 | + 0.000 D/V |
| # 6 "LQ" St & Driveway 6 | B | 14.7 | 0.139 | B | 14.7 | 0.139 | + 0.000 D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 D/V |
| #282 Jeffrey Rd & Portola Pkwy | D | xxxxxx | 0.818 | D | xxxxxx | 0.818 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxxx | 0.972 | E | xxxxxx | 0.972 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | C | xxxxxx | 0.793 | C | xxxxxx | 0.793 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | D | xxxxxx | 0.892 | D | xxxxxx | 0.892 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | B | xxxxxx | 0.635 | B | xxxxxx | 0.635 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | D | xxxxxx | 0.810 | D | xxxxxx | 0.810 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | D | xxxxxx | 0.887 | D | xxxxxx | 0.887 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | C | 33.3 | 0.958 | C | 33.3 | 0.958 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 19.2 | 0.893 | B | 19.2 | 0.893 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxxx | 1.209 | F | xxxxxx | 1.209 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | A | 7.4 | 0.570 | A | 7.4 | 0.570 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 17.5 | 0.882 | B | 17.5 | 0.882 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | F | xxxxxx | 1.018 | F | xxxxxx | 1.018 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | C | xxxxxx | 0.716 | C | xxxxxx | 0.716 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx | 0.577 | A | xxxxxx | 0.577 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | D | xxxxxx | 0.800 | D | xxxxxx | 0.800 | + 0.000 V/C |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|-------------|-----------|-------|-------------|-----------|-------|--------------|
| | Del/ LOS | V/ Veh | C | Del/ LOS | V/ Veh | C | |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | A | 7.5 | 0.596 | A | 7.5 | 0.596 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 23.2 | 0.862 | C | 23.2 | 0.862 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | F | xxxxxx | 1.004 | F | xxxxxx | 1.004 | + 0.000 V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 12.8 | 0.563 | B | 12.8 | 0.563 | + 0.000 D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | C | 20.7 | 0.599 | C | 20.7 | 0.599 | + 0.000 D/V |
| #556 Ridge Valley & Portola Pkwy | E | xxxxxx | 0.900 | E | xxxxxx | 0.900 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 2.8 | 0.270 | A | 2.8 | 0.270 | + 0.000 V/C |
| #558 "O" St & Irvine Blvd | D | xxxxxx | 0.883 | D | xxxxxx | 0.883 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | C | xxxxxx | 0.721 | C | xxxxxx | 0.721 | + 0.000 V/C |
| #560 "O" St & Marine Wy | C | xxxxxx | 0.724 | C | xxxxxx | 0.724 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | C | xxxxxx | 0.762 | C | xxxxxx | 0.762 | + 0.000 V/C |
| #566 Marine Wy & Barranca Pkwy | B | xxxxxx | 0.669 | B | xxxxxx | 0.669 | + 0.000 V/C |
| #567 Marine Wy & Alton Pkwy | B | xxxxxx | 0.661 | B | xxxxxx | 0.661 | + 0.000 V/C |
| #569 Bake Pkwy & Marine Wy | D | xxxxxx | 0.826 | D | xxxxxx | 0.826 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | B | xxxxxx | 0.657 | B | xxxxxx | 0.657 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | D | xxxxxx | 0.847 | D | xxxxxx | 0.847 | + 0.000 V/C |
| #603 "O" St & "LN" St | A | xxxxxx | 0.318 | A | xxxxxx | 0.318 | + 0.000 V/C |
| #605 "O" St & "LQ" St | A | 3.5 | 0.447 | A | 3.5 | 0.447 | + 0.000 V/C |
| #608 "O" St & "LV" St | A | xxxxxx | 0.345 | A | xxxxxx | 0.345 | + 0.000 V/C |
| #626 "LY" St & "LQ" St | A | 4.8 | 0.378 | A | 4.8 | 0.378 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | B | xxxxxx | 0.635 | B | xxxxxx | 0.635 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A | 9.8 | 0.097 | A | 9.8 | 0.097 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A | 4.4 | 0.353 | A | 4.4 | 0.353 | + 0.000 V/C |
| #787 "Z" St & "LQ" St | B | 13.2 | 0.015 | B | 13.2 | 0.015 | + 0.000 D/V |
| #790 "Z" St & Irvine Blvd | C | xxxxxx | 0.778 | C | xxxxxx | 0.778 | + 0.000 V/C |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #798 "B" St & "LQ" St | A xxxxx | 0.407 | A xxxxx | 0.407 | + 0.000 V/C |
| #799 "B" St & Marine Wy | D xxxxx | 0.814 | D xxxxx | 0.814 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | C xxxxx | 0.800 | C xxxxx | 0.800 | + 0.000 V/C |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Signal Warrant Summary Report

| Intersection | Base Met | Future Met |
|---------------------------|-------------|-------------|
| | [Del / Vol] | [Del / Vol] |
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 269 | 2 | 0 | 215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 9.7 | | | | | | | |

 Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=4]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=490]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 269 | 2 | 0 | 215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | | |
| Major Street Volume: | 486 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 4 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 412 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|----|---|----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 162 | 6 | 24 | 215 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 21 | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 10.0 | | | | |

 Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=32]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=439]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | |
|----------------------------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|----|---|----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| FinalVolume: | 0 | 162 | 6 | 24 | 215 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 21 |
| Major Street Volume: | 407 | | | | | | | | | | | | |
| Minor Approach Volume: | 32 | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 595 | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|----|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 21 | 10 | 357 | 0 | 0 | 0 | 0 | 299 | 3 | 3 | 3 |
| ApproachDel: | xxxxxx | | | | 10.0 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=21]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=690]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|----|----|---|--------------|---|---|---|---|-----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | | 0 | | 0 | 0 | | 0 | | 21 | 10 | | 357 | | 0 | 0 | | 299 | | 3 |
| Major Street Volume: | 669 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 21 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 423 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign, Uncontrolled), Lanes, Final Volume, and Approach Del.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=712]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=19]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=712]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|----------------------------------|-------------|---|---|-------------|---|---|--------------|-----|---|--------------|-----|----|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 2 | 3 | 3 | 7 | 5 | 7 | 10 | 357 | 4 | 5 | 299 | 10 | | | |
| Major Street Volume: | 685 | | | | | | | | | | | | | | |
| Minor Approach Volume: | 19 | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 415 | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
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 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 357 | 0 | 0 | 288 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 10.0 | | | xxxxxx | | | | | | | | | | |

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=29]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=674]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|---|---|-----|------------|---|-----|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 357 | | 0 | 0 | | 288 | | 0 | 0 | | 0 | | 29 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | | | | | | | 645 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 29 | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | 336 | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 14 | 284 | 4 | 0 | 288 | 24 | 55 | 9 | 9 | 1 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 14.7 | | | 14.2 | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=73]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=695]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=8]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=695]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|----|------------|---|---|------------|---|-----|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | | | | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| FinalVolume: | 14 | 284 | 4 | 0 | 288 | 24 | 55 | 9 | 9 | 2 | 6 | 0 | | | | | | | | | | | |
| Major Street Volume: | | | | | | | | | | | | 614 | | | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | | 73 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | | 584 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 284 | 0 | 0 | 278 | 48 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------------------|--------------|-----|---|--------------|-----|----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 284 | 0 | 0 | 278 | 48 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | 610 | | | | | | | | | | | |
| Minor Approach Volume: | 0 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 455 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | |
|--------------|--------------|----|---|--------------|----|----|------------|---|----|------------|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 70 | 96 | 0 | 0 | 74 | 26 | 64 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.8 | | | xxxxxx | | | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=160]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=426]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | | |
|----------------------------------|--------------|----|---|--------------|----|----|------------|---|----|------------|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 70 | 96 | 0 | 0 | 74 | 26 | 64 | 0 | 96 | 0 | 0 | 0 | 0 | | | | | | | | |
| Major Street Volume: | 266 | | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 160 | | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 944 | | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 19 | 382 | 0 | 0 | 0 | 0 | 335 | 2 | 2 | 2 |
| ApproachDel: | xxxxxx | | | | 13.2 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=3]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=741]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------------------|-------------|---|---|-------------|---|---|--------------|-----|---|--------------|-----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 0 | 2 | 0 | 1 | 19 | 382 | 0 | 0 | 335 | 2 |
| Major Street Volume: | 738 | | | | | | | | | | | |
| Minor Approach Volume: | 3 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 390 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.7]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of volume-related metrics.

Critical Gap Module table with 12 columns and 2 rows of critical gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity-related metrics.

Level of Service Module table with 12 columns and 8 rows of level of service and delay data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[10.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 0 1 0, etc.)

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 3 rows of data.

Critical Gap Module: Table with 12 columns for gap components (Critical Gp, FollowUpTim) and 3 rows of data.

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 3 rows of data.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 3 rows of data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[10.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 6 rows of volume data.

Critical Gap Module table with 12 columns and 2 rows of gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity and volume data.

Level of Service Module table with 12 columns and 8 rows of delay and LOS data.

Note: Queue reported is the number of cars per lane.

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2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[13.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume and growth factors across four directions.

Critical Gap Module: Table with 12 columns for critical gap and follow-up times.

Capacity Module: Table with 12 columns for conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns for LOS metrics like 2Way95thQ, Control Del, and Shared LOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[10.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 6 rows of adjustment factors like Base Vol, Growth Adj, etc.

Critical Gap Module table with 12 columns and 2 rows showing Critical Gap and FollowUpTim values.

Capacity Module table with 12 columns and 4 rows showing Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 7 rows showing 2Way95thQ, Control Del, LOS by Move, Shared Cap., etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[14.7]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows including Critical Gap and FollowUpTim.

Capacity Module table with 12 columns and 4 rows including Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 8 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module table with 12 columns representing critical gap and follow-up time components.

Capacity Module table with 12 columns representing capacity components like Conflict Vol, Potent Cap, etc.

Level of Service Module table with 12 columns representing LOS components like 2Way95thQ, Control Del, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.972
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 167 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | |
| Rights: | Include | | | Include | | | Include | | | WideBypass | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 375 | 1449 | 427 | 84 | 868 | 285 | 265 | 242 | 248 | 231 | 223 | 107 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 375 | 1449 | 427 | 84 | 868 | 285 | 265 | 242 | 248 | 231 | 223 | 107 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 375 | 1449 | 427 | 84 | 868 | 285 | 265 | 242 | 248 | 231 | 223 | 107 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 375 | 1449 | 427 | 84 | 868 | 285 | 265 | 242 | 248 | 231 | 223 | 107 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 375 | 1449 | 427 | 84 | 868 | 285 | 265 | 242 | 248 | 231 | 223 | 107 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.32 | 0.68 | 2.00 | 3.00 | 1.00 | 1.00 | 0.99 | 1.01 | 2.00 | 0.68 | 0.32 |
| Final Sat.: | 3400 | 3939 | 1161 | 3400 | 5100 | 1700 | 1700 | 1679 | 1721 | 3400 | 1149 | 551 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.11 | 0.37 | 0.37 | 0.02 | 0.17 | 0.17 | 0.16 | 0.14 | 0.14 | 0.07 | 0.19 | 0.19 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.892
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 82 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 239 | 2068 | 502 | 107 | 1100 | 165 | 390 | 663 | 167 | 263 | 653 | 278 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 239 | 2068 | 502 | 107 | 1100 | 165 | 390 | 663 | 167 | 263 | 653 | 278 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 239 | 2068 | 502 | 107 | 1100 | 165 | 390 | 663 | 167 | 263 | 653 | 278 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 239 | 2068 | 502 | 107 | 1100 | 165 | 390 | 663 | 167 | 263 | 653 | 278 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 239 | 2068 | 502 | 107 | 1100 | 165 | 390 | 663 | 167 | 263 | 653 | 278 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.41 | 0.59 | 2.00 | 4.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 4104 | 996 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.50 | 0.50 | 0.03 | 0.16 | 0.10 | 0.11 | 0.20 | 0.10 | 0.08 | 0.19 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 653 | 0 | 414 | 0 | 0 | 0 | 0 | 911 | 254 | 424 | 1039 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 653 | 0 | 414 | 0 | 0 | 0 | 0 | 911 | 254 | 424 | 1039 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 653 | 0 | 414 | 0 | 0 | 0 | 0 | 911 | 0 | 424 | 1039 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 653 | 0 | 414 | 0 | 0 | 0 | 0 | 911 | 0 | 424 | 1039 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 653 | 0 | 414 | 0 | 0 | 0 | 0 | 911 | 0 | 424 | 1039 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.19 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.00 | 0.12 | 0.31 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: D

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.887 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 80 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 1 | |
| | 0 | 1 | | 2 | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 722 | 2133 | 517 | 415 | 822 | 165 | 184 | 591 | 237 | 419 | 473 | 413 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 722 | 2133 | 517 | 415 | 822 | 165 | 184 | 591 | 237 | 419 | 473 | 413 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 722 | 2133 | 0 | 415 | 822 | 165 | 184 | 591 | 0 | 419 | 473 | 413 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 722 | 2133 | 0 | 415 | 822 | 165 | 184 | 591 | 0 | 419 | 473 | 413 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 722 | 2133 | 0 | 415 | 822 | 165 | 184 | 591 | 0 | 419 | 473 | 413 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.21 | 0.42 | 0.00 | 0.12 | 0.16 | 0.10 | 0.05 | 0.12 | 0.00 | 0.12 | 0.14 | 0.24 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 0 Average Delay (sec/veh): 33.3
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893
Loss Time (sec): 0 Average Delay (sec/veh): 19.2
Optimal Cycle: 180 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 1.209 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 180 | Level Of Service: | F |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | | | |
| Rights: | Include | | | WideBypass | | | WideBypass | | | Include | | | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | | | |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 217 | 1915 | 150 | 681 | 1186 | 218 | 363 | 269 | 89 | 189 | 83 | 1621 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 217 | 1915 | 150 | 681 | 1186 | 218 | 363 | 269 | 89 | 189 | 83 | 1621 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 217 | 1915 | 150 | 681 | 1186 | 218 | 363 | 269 | 89 | 189 | 83 | 1621 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 217 | 1915 | 150 | 681 | 1186 | 218 | 363 | 269 | 89 | 189 | 83 | 1621 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 217 | 1915 | 150 | 681 | 1186 | 218 | 363 | 269 | 89 | 189 | 83 | 1621 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.53 | 0.47 | 2.00 | 0.75 | 0.25 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4308 | 792 | 3400 | 1277 | 423 | 3400 | 1700 | 3400 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.38 | 0.09 | 0.20 | 0.28 | 0.28 | 0.11 | 0.21 | 0.21 | 0.06 | 0.05 | 0.48 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 0 Average Delay (sec/veh): 7.4
Optimal Cycle: 53 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 0 Average Delay (sec/veh): 17.5
Optimal Cycle: 180 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 1.018 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 180 | Level Of Service: | F |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 1 | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 807 | 1356 | 241 | 253 | 765 | 869 | 685 | 1089 | 372 | 187 | 1933 | 351 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 807 | 1356 | 241 | 253 | 765 | 869 | 685 | 1089 | 372 | 187 | 1933 | 351 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 807 | 1356 | 0 | 253 | 765 | 0 | 685 | 1089 | 372 | 187 | 1933 | 351 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 807 | 1356 | 0 | 253 | 765 | 0 | 685 | 1089 | 372 | 187 | 1933 | 351 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 807 | 1356 | 0 | 253 | 765 | 0 | 685 | 1089 | 372 | 187 | 1933 | 351 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.24 | 0.27 | 0.00 | 0.07 | 0.15 | 0.00 | 0.20 | 0.21 | 0.22 | 0.06 | 0.38 | 0.21 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.577 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 28 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 20 | 2027 | 338 | 80 | 1712 | 9 | 45 | 23 | 138 | 317 | 14 | 136 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 2027 | 338 | 80 | 1712 | 9 | 45 | 23 | 138 | 317 | 14 | 136 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 2027 | 0 | 80 | 1712 | 9 | 45 | 23 | 0 | 317 | 14 | 136 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 2027 | 0 | 80 | 1712 | 9 | 45 | 23 | 0 | 317 | 14 | 136 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 20 | 2027 | 0 | 80 | 1712 | 9 | 45 | 23 | 0 | 317 | 14 | 136 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.98 | 0.02 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5073 | 27 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.40 | 0.00 | 0.02 | 0.34 | 0.34 | 0.03 | 0.01 | 0.00 | 0.09 | 0.01 | 0.08 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.800
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 52 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 20 | 1127 | 405 | 156 | 1185 | 710 | 1041 | 516 | 6 | 209 | 433 | 170 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 1127 | 405 | 156 | 1185 | 710 | 1041 | 516 | 6 | 209 | 433 | 170 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 1127 | 0 | 156 | 1185 | 0 | 1041 | 516 | 6 | 209 | 433 | 170 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 1127 | 0 | 156 | 1185 | 0 | 1041 | 516 | 6 | 209 | 433 | 170 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 20 | 1127 | 0 | 156 | 1185 | 0 | 1041 | 516 | 6 | 209 | 433 | 170 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.98 | 0.02 | 2.00 | 1.44 | 0.56 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3361 | 39 | 3400 | 2441 | 959 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.22 | 0.00 | 0.05 | 0.23 | 0.00 | 0.31 | 0.15 | 0.15 | 0.06 | 0.18 | 0.18 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 0 Average Delay (sec/veh): 7.5
Optimal Cycle: 56 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat. values.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.862
Loss Time (sec): 0 Average Delay (sec/veh): 23.2
Optimal Cycle: 165 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 1.004 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 180 | Level Of Service: | F |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 64 | 3780 | 93 | 104 | 1942 | 71 | 124 | 8 | 73 | 53 | 5 | 103 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 64 | 3780 | 93 | 104 | 1942 | 71 | 124 | 8 | 73 | 53 | 5 | 103 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 64 | 3780 | 93 | 104 | 1942 | 71 | 124 | 8 | 73 | 53 | 5 | 103 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 64 | 3780 | 93 | 104 | 1942 | 71 | 124 | 8 | 73 | 53 | 5 | 103 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 64 | 3780 | 93 | 104 | 1942 | 71 | 124 | 8 | 73 | 53 | 5 | 103 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.93 | 0.07 | 1.00 | 3.00 | 1.00 | 1.00 | 0.10 | 0.90 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 4978 | 122 | 1700 | 5100 | 1700 | 1700 | 168 | 1532 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.76 | 0.76 | 0.06 | 0.38 | 0.04 | 0.07 | 0.05 | 0.05 | 0.03 | 0.00 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 0 Average Delay (sec/veh): 12.8
Optimal Cycle: 52 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume metrics across four approaches.

Saturation Flow Module: Table with 12 columns for saturation flow metrics across four approaches.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics across four approaches.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 0 Average Delay (sec/veh): 20.7
Optimal Cycle: 57 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.900
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 87 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | WideBypass | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 215 | 87 | 435 | 30 | 61 | 17 | 6 | 1258 | 190 | 169 | 1092 | 100 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 215 | 87 | 435 | 30 | 61 | 17 | 6 | 1258 | 190 | 169 | 1092 | 100 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 215 | 87 | 435 | 30 | 61 | 17 | 6 | 1258 | 190 | 169 | 1092 | 100 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 215 | 87 | 435 | 30 | 61 | 17 | 6 | 1258 | 190 | 169 | 1092 | 100 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 215 | 87 | 435 | 30 | 61 | 17 | 6 | 1258 | 190 | 169 | 1092 | 100 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.17 | 0.83 | 1.00 | 1.56 | 0.44 | 1.00 | 1.74 | 0.26 | 1.00 | 1.83 | 0.17 |
| Final Sat.: | 1700 | 283 | 1417 | 1700 | 2659 | 741 | 1700 | 2954 | 446 | 1700 | 3115 | 285 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.31 | 0.31 | 0.02 | 0.02 | 0.02 | 0.00 | 0.43 | 0.43 | 0.10 | 0.35 | 0.35 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 34 | 398 | 15 | 30 | 303 | 79 | 162 | 52 | 59 | 16 | 38 | 44 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 34 | 398 | 15 | 30 | 303 | 79 | 162 | 52 | 59 | 16 | 38 | 44 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 34 | 398 | 15 | 30 | 303 | 79 | 162 | 52 | 59 | 16 | 38 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 34 | 398 | 15 | 30 | 303 | 79 | 162 | 52 | 59 | 16 | 38 | 44 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 34 | 398 | 15 | 30 | 303 | 79 | 162 | 52 | 59 | 16 | 38 | 44 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|----|----|-----|----|-----|----|----|----|----|----|
| AutoPCE: | 34 | 398 | 15 | 30 | 303 | 79 | 162 | 52 | 59 | 16 | 38 | 44 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 34 | 398 | 15 | 30 | 303 | 79 | 162 | 52 | 59 | 16 | 38 | 44 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 244 | 88 | 349 | 594 |
| MaxVolume: | 2248 | 2361 | 1012 | 879 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2248 | 2361 | 1012 | 879 |
| ApproachVol: | 447 | 412 | 273 | 98 |
| ApproachV/C: | 0.20 | 0.17 | 0.27 | 0.11 |
| ApproachDel: | 2.0 | 1.8 | 4.9 | 4.6 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.7 | 0.6 | 1.1 | 0.4 |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.883 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 78 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 3 | 2 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 250 | 297 | 88 | 121 | 138 | 356 | 586 | 1504 | 203 | 101 | 2431 | 312 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 250 | 297 | 88 | 121 | 138 | 356 | 586 | 1504 | 203 | 101 | 2431 | 312 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 250 | 297 | 88 | 121 | 138 | 0 | 586 | 1504 | 203 | 101 | 2431 | 312 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 250 | 297 | 88 | 121 | 138 | 0 | 586 | 1504 | 203 | 101 | 2431 | 312 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 250 | 297 | 88 | 121 | 138 | 0 | 586 | 1504 | 203 | 101 | 2431 | 312 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.54 | 0.46 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 2623 | 777 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.11 | 0.11 | 0.07 | 0.04 | 0.00 | 0.17 | 0.29 | 0.12 | 0.03 | 0.48 | 0.18 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.724
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 404 | 0 | 308 | 308 | 986 | 0 | 0 | 1060 | 435 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 404 | 0 | 308 | 308 | 986 | 0 | 0 | 1060 | 435 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 404 | 0 | 308 | 308 | 986 | 0 | 0 | 1060 | 435 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 404 | 0 | 308 | 308 | 986 | 0 | 0 | 1060 | 435 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 404 | 0 | 308 | 308 | 986 | 0 | 0 | 1060 | 435 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.18 | 0.18 | 0.29 | 0.00 | 0.00 | 0.31 | 0.26 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.762 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 45 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 184 | 0 | 85 | 0 | 0 | 0 | 0 | 1714 | 117 | 98 | 3080 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 184 | 0 | 85 | 0 | 0 | 0 | 0 | 1714 | 117 | 98 | 3080 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 184 | 0 | 85 | 0 | 0 | 0 | 0 | 1714 | 117 | 98 | 3080 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 184 | 0 | 85 | 0 | 0 | 0 | 0 | 1714 | 117 | 98 | 3080 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 184 | 0 | 85 | 0 | 0 | 0 | 0 | 1714 | 117 | 98 | 3080 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.11 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.34 | 0.07 | 0.06 | 0.60 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.669 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 34 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | | 2 | 0 | 2 | 0 | 1 | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 109 | 513 | 122 | 317 | 399 | 287 | 486 | 1051 | 142 | 116 | 761 | 395 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 109 | 513 | 122 | 317 | 399 | 287 | 486 | 1051 | 142 | 116 | 761 | 395 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 109 | 513 | 122 | 317 | 399 | 287 | 486 | 1051 | 142 | 116 | 761 | 395 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 109 | 513 | 122 | 317 | 399 | 287 | 486 | 1051 | 142 | 116 | 761 | 395 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 109 | 513 | 122 | 317 | 399 | 287 | 486 | 1051 | 142 | 116 | 761 | 395 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.15 | 0.07 | 0.09 | 0.12 | 0.17 | 0.14 | 0.31 | 0.08 | 0.03 | 0.22 | 0.23 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.661 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 33 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 3 | 0 |
| | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 514 | 457 | 226 | 119 | 504 | 270 | 276 | 1187 | 558 | 232 | 1093 | 109 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 514 | 457 | 226 | 119 | 504 | 270 | 276 | 1187 | 558 | 232 | 1093 | 109 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 514 | 457 | 226 | 119 | 504 | 270 | 276 | 1187 | 0 | 232 | 1093 | 109 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 514 | 457 | 226 | 119 | 504 | 270 | 276 | 1187 | 0 | 232 | 1093 | 109 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 514 | 457 | 226 | 119 | 504 | 270 | 276 | 1187 | 0 | 232 | 1093 | 109 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.15 | 0.13 | 0.13 | 0.07 | 0.15 | 0.16 | 0.08 | 0.23 | 0.00 | 0.07 | 0.21 | 0.06 |
| Crit Moves: | **** | | | | | **** | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.826 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 58 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 580 | 2827 | 5 | 5 | 2638 | 405 | 615 | 43 | 821 | 20 | 28 | 16 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 580 | 2827 | 5 | 5 | 2638 | 405 | 615 | 43 | 821 | 20 | 28 | 16 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 580 | 2827 | 5 | 5 | 2638 | 405 | 615 | 43 | 821 | 20 | 28 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 580 | 2827 | 5 | 5 | 2638 | 405 | 615 | 43 | 821 | 20 | 28 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 580 | 2827 | 5 | 5 | 2638 | 405 | 615 | 43 | 821 | 20 | 28 | 16 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 4.00 | 1.00 | 1.00 | 4.33 | 0.67 | 2.00 | 1.00 | 2.00 | 2.00 | 1.27 | 0.73 |
| Final Sat.: | 3400 | 6800 | 1700 | 1700 | 7369 | 1131 | 3400 | 1700 | 3400 | 3400 | 2164 | 1236 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.17 | 0.42 | 0.00 | 0.00 | 0.36 | 0.36 | 0.18 | 0.03 | 0.24 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.657 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 33 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 311 | 29 | 98 | 36 | 57 | 114 | 31 | 1408 | 250 | 59 | 1093 | 15 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 311 | 29 | 98 | 36 | 57 | 114 | 31 | 1408 | 250 | 59 | 1093 | 15 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 311 | 29 | 98 | 36 | 57 | 114 | 31 | 1408 | 250 | 59 | 1093 | 15 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 311 | 29 | 98 | 36 | 57 | 114 | 31 | 1408 | 250 | 59 | 1093 | 15 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 311 | 29 | 98 | 36 | 57 | 114 | 31 | 1408 | 250 | 59 | 1093 | 15 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.23 | 0.77 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.97 | 0.03 |
| Final Sat.: | 3400 | 388 | 1312 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3354 | 46 |

-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.07 | 0.07 | 0.02 | 0.03 | 0.07 | 0.02 | 0.41 | 0.15 | 0.03 | 0.33 | 0.33 |
| Crit Moves: | **** | | | | | **** | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.847 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 64 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 75 | 94 | 112 | 268 | 96 | 178 | 142 | 1570 | 70 | 147 | 2591 | 388 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 75 | 94 | 112 | 268 | 96 | 178 | 142 | 1570 | 70 | 147 | 2591 | 388 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 75 | 94 | 112 | 268 | 96 | 178 | 142 | 1570 | 70 | 147 | 2591 | 388 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 75 | 94 | 112 | 268 | 96 | 178 | 142 | 1570 | 70 | 147 | 2591 | 388 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 75 | 94 | 112 | 268 | 96 | 178 | 142 | 1570 | 70 | 147 | 2591 | 388 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.35 | 0.65 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 596 | 1104 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.06 | 0.07 | 0.08 | 0.16 | 0.16 | 0.08 | 0.31 | 0.04 | 0.09 | 0.51 | 0.23 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.318 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 18 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 59 | 474 | 152 | 3 | 362 | 14 | 10 | 13 | 37 | 90 | 12 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 59 | 474 | 152 | 3 | 362 | 14 | 10 | 13 | 37 | 90 | 12 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 59 | 474 | 152 | 3 | 362 | 14 | 10 | 13 | 37 | 90 | 12 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 59 | 474 | 152 | 3 | 362 | 14 | 10 | 13 | 37 | 90 | 12 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 59 | 474 | 152 | 3 | 362 | 14 | 10 | 13 | 37 | 90 | 12 | 2 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.51 | 0.49 | 1.00 | 1.93 | 0.07 | 1.00 | 0.26 | 0.74 | 1.00 | 0.86 | 0.14 |
| Final Sat.: | 1700 | 2574 | 826 | 1700 | 3273 | 127 | 1700 | 442 | 1258 | 1700 | 1457 | 243 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.18 | 0.18 | 0.00 | 0.11 | 0.11 | 0.01 | 0.03 | 0.03 | 0.05 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.5 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 127 | 684 | 233 | 18 | 692 | 14 | 18 | 84 | 99 | 151 | 47 | 47 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 127 | 684 | 233 | 18 | 692 | 14 | 18 | 84 | 99 | 151 | 47 | 47 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 127 | 684 | 233 | 18 | 692 | 14 | 18 | 84 | 99 | 151 | 47 | 47 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 127 | 684 | 233 | 18 | 692 | 14 | 18 | 84 | 99 | 151 | 47 | 47 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 127 | 684 | 233 | 18 | 692 | 14 | 18 | 84 | 99 | 151 | 47 | 47 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|----|-----|----|----|----|----|-----|----|----|
| AutoPCE: | 127 | 684 | 233 | 18 | 692 | 14 | 18 | 84 | 99 | 151 | 47 | 47 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 127 | 684 | 233 | 18 | 692 | 14 | 18 | 84 | 99 | 151 | 47 | 47 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 120 | 325 | 861 | 829 |
| MaxVolume: | 2338 | 2190 | 735 | 752 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2338 | 2190 | 735 | 752 |
| ApproachVol: | 1044 | 724 | 201 | 245 |
| ApproachV/C: | 0.45 | 0.33 | 0.27 | 0.33 |
| ApproachDel: | 2.8 | 2.5 | 6.7 | 7.1 |
| ApproachLOS: | A | A | A | A |
| Queue: | 2.4 | 1.5 | 1.1 | 1.4 |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.345
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 18 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 29 | 614 | 66 | 13 | 549 | 80 | 113 | 23 | 74 | 51 | 9 | 6 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 29 | 614 | 66 | 13 | 549 | 80 | 113 | 23 | 74 | 51 | 9 | 6 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 29 | 614 | 66 | 13 | 549 | 80 | 113 | 23 | 74 | 51 | 9 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 614 | 66 | 13 | 549 | 80 | 113 | 23 | 74 | 51 | 9 | 6 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 29 | 614 | 66 | 13 | 549 | 80 | 113 | 23 | 74 | 51 | 9 | 6 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.81 | 0.19 | 1.00 | 1.75 | 0.25 | 1.00 | 0.24 | 0.76 | 1.00 | 0.60 | 0.40 |
| Final Sat.: | 1700 | 3070 | 330 | 1700 | 2968 | 432 | 1700 | 403 | 1297 | 1700 | 1020 | 680 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.20 | 0.20 | 0.01 | 0.18 | 0.19 | 0.07 | 0.06 | 0.06 | 0.03 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 156 | 30 | 3 | 76 | 2 | 5 | 422 | 4 | 34 | 306 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 156 | 30 | 3 | 76 | 2 | 5 | 422 | 4 | 34 | 306 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 156 | 30 | 3 | 76 | 2 | 5 | 422 | 4 | 34 | 306 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 156 | 30 | 3 | 76 | 2 | 5 | 422 | 4 | 34 | 306 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 156 | 30 | 3 | 76 | 2 | 5 | 422 | 4 | 34 | 306 | 5 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|----|---|----|---|---|-----|---|----|-----|---|
| AutoPCE: | 1 | 156 | 30 | 3 | 76 | 2 | 5 | 422 | 4 | 34 | 306 | 5 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 156 | 30 | 3 | 76 | 2 | 5 | 422 | 4 | 34 | 306 | 5 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 430 | 341 | 113 | 162 |
| MaxVolume: | 968 | 1016 | 1139 | 1113 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 968 | 1016 | 1139 | 1113 |
| ApproachVol: | 187 | 81 | 431 | 345 |
| ApproachV/C: | 0.19 | 0.08 | 0.38 | 0.31 |
| ApproachDel: | 4.6 | 3.9 | 5.1 | 4.7 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.7 | 0.3 | 1.8 | 1.3 |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

-----|-----|-----|-----|

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

-----|-----|-----|-----|

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

-----|-----|-----|-----|

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: A[9.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustment factors for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time for each approach.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, move capacity, and volume/capacity ratio.

Level of Service Module: Table with 12 columns showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.4 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 22 | 0 | 38 | 10 | 409 | 0 | 0 | 292 | 36 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 22 | 0 | 38 | 10 | 409 | 0 | 0 | 292 | 36 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 22 | 0 | 38 | 10 | 409 | 0 | 0 | 292 | 36 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 22 | 0 | 38 | 10 | 409 | 0 | 0 | 292 | 36 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 22 | 0 | 38 | 10 | 409 | 0 | 0 | 292 | 36 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|----|---|----|----|-----|---|---|-----|----|
| AutoPCE: | 0 | 0 | 0 | 22 | 0 | 38 | 10 | 409 | 0 | 0 | 292 | 36 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 22 | 0 | 38 | 10 | 409 | 0 | 0 | 292 | 36 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 441 | 292 | 22 | 10 |
| MaxVolume: | xxxxxx | 1042 | 1188 | 1195 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1042 | 1188 | 1195 |
| ApproachVol: | xxxxxx | 60 | 419 | 328 |
| ApproachV/C: | 1.00 | 0.06 | 0.35 | 0.27 |
| ApproachDel: | xxxxxx | 3.7 | 4.7 | 4.2 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.2 | 1.6 | 1.1 |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[13.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) across 4 approaches.

Critical Gap Module: Table with 12 columns for critical gap and follow-up time components across 4 approaches.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) across 4 approaches.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) across 4 approaches.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.778
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 48 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | |
| Rights: | Include | | | Include | | | Include | | | Include | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 3 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 54 | 15 | 38 | 58 | 18 | 85 | 79 | 1821 | 68 | 86 | 3061 | 100 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 54 | 15 | 38 | 58 | 18 | 85 | 79 | 1821 | 68 | 86 | 3061 | 100 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 54 | 15 | 38 | 58 | 18 | 85 | 79 | 1821 | 68 | 86 | 3061 | 100 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 54 | 15 | 38 | 58 | 18 | 85 | 79 | 1821 | 68 | 86 | 3061 | 100 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 54 | 15 | 38 | 58 | 18 | 85 | 79 | 1821 | 68 | 86 | 3061 | 100 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.01 | 0.02 | 0.03 | 0.01 | 0.05 | 0.05 | 0.36 | 0.04 | 0.05 | 0.60 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes for "B" St and "LQ" St.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume categories and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity analysis and 3 rows for Vol/Sat, Crit Moves, and a summary row.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.800
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 52 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 88 | 48 | 148 | 69 | 22 | 41 | 70 | 1755 | 73 | 190 | 2963 | 182 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 88 | 48 | 148 | 69 | 22 | 41 | 70 | 1755 | 73 | 190 | 2963 | 182 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 88 | 48 | 148 | 69 | 22 | 41 | 70 | 1755 | 73 | 190 | 2963 | 182 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 88 | 48 | 148 | 69 | 22 | 41 | 70 | 1755 | 73 | 190 | 2963 | 182 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 88 | 48 | 148 | 69 | 22 | 41 | 70 | 1755 | 73 | 190 | 2963 | 182 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.35 | 0.65 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 594 | 1106 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.03 | 0.09 | 0.04 | 0.04 | 0.04 | 0.04 | 0.34 | 0.04 | 0.06 | 0.58 | 0.11 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1687 | 13 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 269 | 2 | 0 | 215 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | Volume |
| 0.00 | 0.16 | 0.16 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.16 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.03 | RTOR | | 0.00 | |
| RTC | | 0.16 | RTC | | 0.16 | RTC | | 0.02 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.16 | Addl ICU | | -0.02 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.21 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1639 | 61 | 1700 | 1700 | 0 | 0 | 0 | 0 | 850 | 0 | 850 | Total Saturation |
| 0 | 162 | 6 | 24 | 215 | 0 | 0 | 0 | 0 | 11 | 0 | 21 | Volume |
| 0.00 | 0.10 | 0.10 | 0.01 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.01 | 0.139 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.13 | RTOG | | -0.01 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.03 | |
| RTC | | 0.12 | RTC | | 0.14 | RTC | | -0.01 | RTC | | 0.03 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.14 | Addl ICU | | 0.01 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.19 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | | | | | | |
|--|------|------|-----------|-----------|------|----------|------|-----------|--------------|-------|------|-----------------------------------|--|-------------|--|-----------------------|--|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | | | | | | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | | | | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes | | | | | |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane | | | | | |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1683 | 17 | Total Saturation | | | | | |
| 0 | 0 | 0 | 0 | 0 | 21 | 10 | 357 | 0 | 0 | 299 | 3 | Volume | | | | | |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.21 | 0.00 | 0.00 | 0.18 | 0.18 | Vol/Sat | | | | | |
| <i>Critical Movements</i> | | | | | | | | | | | | | | | | | |
| Direction | | N/A | | Direction | | SBT | | Direction | | EBT | | Direction | | WBL | | Initial ICU | |
| V/C | | 0.00 | | V/C | | 0.00 | | V/C | | 0.21 | | V/C | | 0.00 | | 0.210 | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | | | | | | |
| RTOG | | 0.00 | | RTOG | | 0.00 | | RTOG | | 0.21 | | RTOG | | 0.20 | | Right Turn Adjustment | |
| RTOR | | 0.00 | | RTOR | | 0.03 | | RTOR | | 0.00 | | RTOR | | 0.00 | | | |
| RTC | | 0.00 | | RTC | | 0.02 | | RTC | | 0.21 | | RTC | | 0.20 | | | |
| Addl ICU | | 0.00 | | Addl ICU | | -0.01 | | Addl ICU | | -0.21 | | Addl ICU | | -0.03 | | | |
| 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | 0.00 | | | |
| | | | | | | | | | | | | Clearance Interval | | 0.05 | | | |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | | 0.26 | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1681 | 19 | 27 | 1619 | 54 | Total Saturation |
| 2 | 3 | 3 | 7 | 5 | 7 | 10 | 357 | 4 | 5 | 299 | 10 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.21 | 0.21 | 0.18 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.00 | | V/C | 0.01 | | V/C | 0.21 | | V/C | 0.18 | | 0.405 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.01 | | RTOG | 0.01 | | RTOG | 0.21 | | RTOG | 0.39 | | Right Turn Adjustment |
| RTOR | 0.18 | | RTOR | 0.21 | | RTOR | 0.01 | | RTOR | 0.01 | | |
| RTC | 0.13 | | RTC | 0.17 | | RTC | 0.22 | | RTC | 0.40 | | |
| Addl ICU | -0.13 | | Addl ICU | -0.16 | | Addl ICU | -0.01 | | Addl ICU | -0.21 | | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.46 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 357 | 0 | 0 | 288 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | Volume |
| 0.00 | 0.21 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.21 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.210 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.21 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.00 | |
| RTC | | 0.21 | RTC | | 0.21 | RTC | | 0.03 | RTC | | 0.00 | |
| Addl ICU | | -0.21 | Addl ICU | | -0.21 | Addl ICU | | -0.01 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.26 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1676 | 24 | 0 | 1569 | 131 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 14 | 284 | 4 | 0 | 288 | 24 | 55 | 9 | 9 | 2 | 6 | 0 | Volume |
| 0.01 | 0.17 | 0.17 | 0.00 | 0.18 | 0.18 | 0.03 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.01 | V/C | | 0.18 | V/C | | 0.03 | V/C | | 0.00 | 0.224 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.18 | RTOG | | 0.03 | RTOG | | -0.03 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.01 | RTOR | | 0.02 | |
| RTC | | 0.22 | RTC | | 0.21 | RTC | | 0.04 | RTC | | -0.02 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.02 | Addl ICU | | -0.03 | Addl ICU | | 0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 284 | 0 | 0 | 278 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.17 | 0.00 | 0.00 | 0.16 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.17 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.167 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.17 | RTOG | | 0.17 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.17 | RTC | | 0.17 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.14 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.22 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 2 | 3 | 0 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 3400 | 3941 | 1159 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 792 | 211 | 139 | 413 | 255 | 75 | 356 | 914 | 391 | 528 | 695 | 156 | Volume |
| 0.23 | 0.06 | 0.08 | 0.12 | 0.06 | 0.06 | 0.10 | 0.18 | 0.23 | 0.16 | 0.14 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.23 | | V/C | 0.06 | | V/C | 0.18 | | V/C | 0.16 | | 0.632 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.18 | | RTOG | 0.06 | | RTOG | 0.18 | | RTOG | 0.23 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.20 | | RTOR | 0.23 | | RTOR | 0.24 | | |
| RTC | 0.29 | | RTC | 0.21 | | RTC | 0.35 | | RTC | 0.41 | | |
| Addl ICU | -0.21 | | Addl ICU | -0.15 | | Addl ICU | -0.12 | | Addl ICU | -0.31 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 452 | 996 | 406 | 309 | 628 | 228 | 128 | 1504 | 301 | 299 | 2034 | 437 | Volume |
| 0.13 | 0.20 | 0.00 | 0.09 | 0.12 | 0.13 | 0.04 | 0.29 | 0.18 | 0.09 | 0.40 | 0.26 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.20 | V/C | | 0.09 | V/C | | 0.04 | V/C | | 0.40 | 0.723 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.15 | RTOG | | 0.35 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.04 | RTOR | | 0.16 | RTOR | | 0.09 | |
| RTC | | 0.30 | RTC | | 0.18 | RTC | | 0.47 | RTC | | 0.47 | |
| Addl ICU | | -0.30 | Addl ICU | | -0.05 | Addl ICU | | -0.29 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 0.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3939 | 1161 | 3400 | 5100 | 1700 | 1700 | 850 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 375 | 1449 | 427 | 84 | 868 | 285 | 265 | 242 | 248 | 231 | 223 | 107 | Volume |
| 0.11 | 0.37 | 0.37 | 0.02 | 0.17 | 0.17 | 0.16 | 0.28 | 0.10 | 0.07 | 0.13 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.37 | | V/C | 0.02 | | V/C | 0.28 | | V/C | 0.07 | | 0.745 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.37 | | RTOG | 0.28 | | RTOG | 0.28 | | RTOG | 0.20 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.22 | | RTOR | 0.22 | | RTOR | 0.02 | | |
| RTC | 0.42 | | RTC | 0.45 | | RTC | 0.45 | | RTC | 0.22 | | |
| Addl ICU | -0.05 | | Addl ICU | -0.28 | | Addl ICU | -0.35 | | Addl ICU | -0.15 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 239 | 2068 | 502 | 107 | 1100 | 165 | 390 | 663 | 167 | 263 | 653 | 278 | Volume |
| 0.07 | 0.41 | 0.30 | 0.03 | 0.16 | 0.10 | 0.11 | 0.20 | 0.10 | 0.08 | 0.19 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.41 | | V/C | 0.03 | | V/C | 0.11 | | V/C | 0.19 | | 0.744 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.41 | | RTOG | 0.37 | | RTOG | 0.23 | | RTOG | 0.19 | | |
| RTOR | 0.11 | | RTOR | 0.11 | | RTOR | 0.28 | | RTOR | 0.03 | | |
| RTC | 0.49 | | RTC | 0.45 | | RTC | 0.44 | | RTC | 0.22 | | |
| Addl ICU | -0.19 | | Addl ICU | -0.36 | | Addl ICU | -0.34 | | Addl ICU | -0.05 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.79 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 653 | 0 | 414 | 0 | 0 | 0 | 0 | 911 | 254 | 424 | 1039 | 0 | Volume |
| 0.19 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.00 | 0.12 | 0.31 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.19 | V/C | | 0.00 | V/C | | 0.27 | V/C | | 0.12 | 0.585 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | -0.19 | RTOG | | 0.27 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.09 | RTOR | | 0.19 | RTOR | | 0.19 | |
| RTC | | 0.29 | RTC | | -0.13 | RTC | | 0.41 | RTC | | 0.54 | |
| Addl ICU | | -0.16 | Addl ICU | | 0.13 | Addl ICU | | -0.41 | Addl ICU | | -0.54 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 538 | 845 | 492 | 126 | 564 | 246 | 194 | 1235 | 186 | 445 | 1932 | 480 | Volume |
| 0.16 | 0.17 | 0.14 | 0.04 | 0.17 | 0.14 | 0.06 | 0.18 | 0.11 | 0.13 | 0.38 | 0.28 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.16 | | V/C | 0.17 | | V/C | 0.06 | | V/C | 0.38 | | 0.760 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.29 | | RTOG | 0.17 | | RTOG | 0.31 | | RTOG | 0.38 | | Right Turn Adjustment |
| RTOR | 0.25 | | RTOR | 0.06 | | RTOR | 0.16 | | RTOR | 0.16 | | |
| RTC | 0.48 | | RTC | 0.21 | | RTC | 0.42 | | RTC | 0.50 | | |
| Addl ICU | -0.33 | | Addl ICU | -0.06 | | Addl ICU | -0.31 | | Addl ICU | -0.22 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.81 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 722 | 2133 | 517 | 415 | 822 | 165 | 184 | 591 | 237 | 419 | 473 | 413 | Volume |
| 0.21 | 0.42 | 0.00 | 0.12 | 0.16 | 0.10 | 0.05 | 0.12 | 0.00 | 0.12 | 0.09 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.42 | V/C | | 0.12 | V/C | | 0.12 | V/C | | 0.12 | 0.779 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.33 | RTOG | | 0.12 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.15 | RTOR | | 0.38 | RTOR | | 0.12 | |
| RTC | | 0.51 | RTC | | 0.44 | RTC | | 0.40 | RTC | | 0.28 | |
| Addl ICU | | -0.51 | Addl ICU | | -0.34 | Addl ICU | | -0.40 | Addl ICU | | -0.03 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|--|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 1.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 3599 | 1501 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 765 | 2991 | 1142 | 246 | 1474 | 264 | 367 | 153 | 246 | 639 | 684 | 445 | Volume |
| 0.23 | 0.44 | 0.67 | 0.07 | 0.22 | 0.16 | 0.10 | 0.10 | 0.07 | 0.19 | 0.27 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.44 | | V/C | 0.07 | | V/C | 0.10 | | V/C | 0.27 | | 0.882 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.44 | | RTOG | 0.29 | | RTOG | 0.18 | | RTOG | 0.27 | | Right Turn Adjustment |
| RTOR | 0.27 | | RTOR | 0.10 | | RTOR | 0.30 | | RTOR | 0.07 | | |
| RTC | 0.64 | | RTC | 0.36 | | RTC | 0.40 | | RTC | 0.32 | | |
| Addl ICU | 0.03 | | Addl ICU | -0.21 | | Addl ICU | -0.33 | | Addl ICU | -0.15 | | |
| | 0.03 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.96 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 4172 | 291 | 517 | 1840 | 0 | 611 | 0 | 358 | 0 | 0 | 0 | Volume |
| 0.00 | 0.61 | 0.17 | 0.15 | 0.27 | 0.00 | 0.14 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.61 | V/C | | 0.15 | V/C | | 0.14 | V/C | | 0.00 | 0.909 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.61 | RTOG | | 0.77 | RTOG | | 0.14 | RTOG | | -0.14 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.14 | RTOR | | 0.50 | RTOR | | 0.15 | |
| RTC | | 0.72 | RTC | | 0.87 | RTC | | 0.52 | RTC | | -0.03 | |
| Addl ICU | | -0.55 | Addl ICU | | -0.87 | Addl ICU | | -0.37 | Addl ICU | | 0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.96 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4978 | 122 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 64 | 3780 | 93 | 104 | 1942 | 71 | 124 | 8 | 73 | 53 | 5 | 103 | Volume |
| 0.04 | 0.76 | 0.76 | 0.06 | 0.38 | 0.04 | 0.07 | 0.00 | 0.04 | 0.03 | 0.00 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.76 | V/C | | 0.06 | V/C | | 0.07 | V/C | | 0.00 | 0.896 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.76 | RTOG | | 0.78 | RTOG | | 0.04 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.07 | RTOR | | 0.44 | RTOR | | 0.06 | |
| RTC | | 0.81 | RTC | | 0.84 | RTC | | 0.37 | RTC | | 0.05 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.80 | Addl ICU | | -0.33 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.96 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 217 | 1915 | 150 | 681 | 1186 | 218 | 363 | 269 | 89 | 189 | 83 | 1621 | Volume |
| 0.13 | 0.38 | 0.09 | 0.20 | 0.23 | 0.13 | 0.11 | 0.16 | 0.05 | 0.06 | 0.05 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.38 | V/C | | 0.20 | V/C | | 0.16 | V/C | | 0.06 | 0.790 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.38 | RTOG | | 0.45 | RTOG | | 0.16 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.17 | RTOR | | 0.34 | RTOR | | 0.20 | |
| RTC | | 0.42 | RTC | | 0.57 | RTC | | 0.42 | RTC | | 0.26 | |
| Addl ICU | | -0.33 | Addl ICU | | -0.44 | Addl ICU | | -0.36 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.84 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 2 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 3400 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 80 | 0 | 147 | 0 | 1762 | 131 | 213 | 2687 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.04 | 0.00 | 0.26 | 0.08 | 0.06 | 0.53 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.53 | 0.574 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.05 | RTOG | | 0.05 | RTOG | | 0.46 | RTOG | | 0.53 | Right Turn Adjustment |
| RTOR | | 0.27 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.05 | |
| RTC | | 0.15 | RTC | | 0.05 | RTC | | 0.50 | RTC | | 0.56 | |
| Addl ICU | | -0.15 | Addl ICU | | 0.00 | Addl ICU | | -0.42 | Addl ICU | | -0.56 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.62 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4615 | 485 | Total Saturation |
| 206 | 0 | 459 | 0 | 0 | 0 | 0 | 1782 | 215 | 0 | 2768 | 291 | Volume |
| 0.12 | 0.00 | 0.27 | 0.00 | 0.00 | 0.00 | 0.00 | 0.52 | 0.00 | 0.00 | 0.60 | 0.60 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.60 | 0.721 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | -0.12 | RTOG | | 0.60 | RTOG | | 0.60 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.00 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | 0.18 | RTC | | -0.12 | RTC | | 0.69 | RTC | | 0.69 | |
| Addl ICU | | 0.09 | Addl ICU | | 0.12 | Addl ICU | | -0.69 | Addl ICU | | -0.09 | |
| | | 0.09 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.86 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 4250 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 807 | 1356 | 241 | 253 | 765 | 869 | 685 | 1089 | 372 | 187 | 1933 | 351 | Volume |
| 0.24 | 0.27 | 0.00 | 0.07 | 0.15 | 0.00 | 0.16 | 0.21 | 0.22 | 0.06 | 0.38 | 0.21 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.27 | V/C | | 0.07 | V/C | | 0.16 | V/C | | 0.38 | 0.880 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.10 | RTOG | | 0.49 | RTOG | | 0.38 | Right Turn Adjustment |
| RTOR | | 0.33 | RTOR | | 0.16 | RTOR | | 0.19 | RTOR | | 0.07 | |
| RTC | | 0.51 | RTC | | 0.22 | RTC | | 0.63 | RTC | | 0.43 | |
| Addl ICU | | -0.51 | Addl ICU | | -0.22 | Addl ICU | | -0.41 | Addl ICU | | -0.23 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.93 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 4801 | 299 | 1700 | 527 | 1173 | 1700 | 1700 | 1700 | Total Saturation |
| 115 | 2080 | 289 | 56 | 1092 | 68 | 45 | 75 | 167 | 141 | 97 | 149 | Volume |
| 0.07 | 0.41 | 0.00 | 0.03 | 0.23 | 0.23 | 0.03 | 0.14 | 0.14 | 0.08 | 0.06 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.03 | V/C | | 0.14 | V/C | | 0.08 | 0.666 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.37 | RTOG | | 0.14 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.17 | RTOR | | 0.21 | RTOR | | 0.03 | |
| RTC | | 0.47 | RTC | | 0.50 | RTC | | 0.30 | RTC | | 0.22 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.27 | Addl ICU | | -0.16 | Addl ICU | | -0.14 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.72 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5073 | 27 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 20 | 2027 | 338 | 80 | 1712 | 9 | 45 | 23 | 138 | 317 | 14 | 136 | Volume |
| 0.01 | 0.40 | 0.00 | 0.02 | 0.34 | 0.34 | 0.03 | 0.01 | 0.00 | 0.09 | 0.01 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.40 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.09 | 0.528 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.40 | RTOG | | 0.41 | RTOG | | 0.01 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.10 | RTOR | | 0.08 | RTOR | | 0.02 | |
| RTC | | 0.47 | RTC | | 0.48 | RTC | | 0.08 | RTC | | 0.10 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.15 | Addl ICU | | -0.08 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.58 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2441 | 959 | Total Saturation |
| 20 | 1127 | 405 | 156 | 1185 | 710 | 1041 | 516 | 6 | 209 | 433 | 170 | Volume |
| 0.01 | 0.22 | 0.00 | 0.05 | 0.23 | 0.00 | 0.31 | 0.15 | 0.00 | 0.06 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.22 | V/C | | 0.05 | V/C | | 0.31 | V/C | | 0.18 | 0.750 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.26 | RTOG | | 0.42 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.33 | RTOR | | 0.31 | RTOR | | 0.03 | RTOR | | 0.05 | |
| RTC | | 0.47 | RTC | | 0.48 | RTC | | 0.45 | RTC | | 0.21 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.48 | Addl ICU | | -0.44 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.80 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3289 | 1077 | 0 | 2199 | 0 | 0 | 0 | 0 | 150 | 0 | 514 | Volume |
| 0.00 | 0.48 | 0.00 | 0.00 | 0.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.48 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.09 | 0.572 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.48 | RTOG | | 0.48 | RTOG | | -0.09 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.05 | RTOR | | 0.00 | |
| RTC | | 0.55 | RTC | | 0.55 | RTC | | -0.05 | RTC | | 0.09 | |
| Addl ICU | | -0.55 | Addl ICU | | -0.55 | Addl ICU | | 0.05 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.63 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 2159 | 0 | 0 | 1524 | 933 | 2339 | 0 | 285 | 0 | 0 | 0 | Volume |
| 0.00 | 0.42 | 0.00 | 0.00 | 0.30 | 0.00 | 0.46 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.42 | V/C | | 0.00 | V/C | | 0.46 | V/C | | 0.00 | 0.882 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.42 | RTOG | | 0.46 | RTOG | | -0.46 | Right Turn Adjustment |
| RTOR | | 0.46 | RTOR | | 0.46 | RTOR | | 0.12 | RTOR | | 0.00 | |
| RTC | | 0.77 | RTC | | 0.77 | RTC | | 0.55 | RTC | | -0.46 | |
| Addl ICU | | -0.77 | Addl ICU | | -0.77 | Addl ICU | | -0.38 | Addl ICU | | 0.46 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.93 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 169 | 0 | 143 | 0 | 1285 | 324 | 398 | 1343 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.04 | 0.00 | 0.38 | 0.19 | 0.12 | 0.40 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.10 | V/C | | 0.38 | V/C | | 0.12 | 0.594 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.10 | RTOG | | 0.10 | RTOG | | 0.38 | RTOG | | 0.50 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.10 | RTOR | | 0.10 | RTOR | | 0.10 | |
| RTC | | -0.01 | RTC | | 0.17 | RTC | | 0.45 | RTC | | 0.57 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.13 | Addl ICU | | -0.26 | Addl ICU | | -0.57 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | | 0.64 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 498 | 0 | 547 | 0 | 0 | 0 | 0 | 1176 | 279 | 324 | 1247 | 0 | Volume |
| 0.15 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.19 | 0.37 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.15 | V/C | | 0.00 | V/C | | 0.35 | V/C | | 0.19 | 0.683 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | -0.15 | RTOG | | 0.35 | RTOG | | 0.54 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.17 | RTOR | | 0.15 | RTOR | | 0.15 | |
| RTC | | 0.29 | RTC | | -0.02 | RTC | | 0.46 | RTC | | 0.65 | |
| Addl ICU | | -0.13 | Addl ICU | | 0.02 | Addl ICU | | -0.46 | Addl ICU | | -0.65 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.73 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 215 | 87 | 435 | 30 | 61 | 17 | 6 | 1258 | 190 | 169 | 1092 | 100 | Volume |
| 0.13 | 0.05 | 0.26 | 0.02 | 0.02 | 0.01 | 0.00 | 0.37 | 0.11 | 0.10 | 0.32 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.13 | | V/C | 0.02 | | V/C | 0.37 | | V/C | 0.10 | | 0.614 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.13 | | RTOG | 0.02 | | RTOG | 0.37 | | RTOG | 0.47 | | Right Turn Adjustment |
| RTOR | 0.10 | | RTOR | 0.15 | | RTOR | 0.13 | | RTOR | 0.09 | | |
| RTC | 0.20 | | RTC | 0.13 | | RTC | 0.46 | | RTC | 0.54 | | |
| Addl ICU | 0.05 | | Addl ICU | -0.12 | | Addl ICU | -0.35 | | Addl ICU | -0.48 | | |
| | 0.05 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.72 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 0.5 | 0.0 | 0.5 | 0.5 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 1287 | 413 | 452 | 504 | 1196 | 456 | Total Saturation |
| 34 | 398 | 15 | 30 | 303 | 79 | 162 | 52 | 59 | 16 | 38 | 44 | Volume |
| 0.04 | 0.23 | 0.02 | 0.04 | 0.18 | 0.09 | 0.13 | 0.13 | 0.13 | 0.03 | 0.05 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.23 | V/C | | 0.04 | V/C | | 0.13 | V/C | | 0.05 | 0.445 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.23 | RTOG | | 0.14 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.13 | RTOR | | 0.09 | RTOR | | 0.04 | |
| RTC | | 0.27 | RTC | | 0.32 | RTC | | 0.21 | RTC | | 0.08 | |
| Addl ICU | | -0.25 | Addl ICU | | -0.23 | Addl ICU | | -0.08 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.49 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 250 | 297 | 88 | 121 | 138 | 356 | 586 | 1504 | 203 | 101 | 2431 | 312 | Volume |
| 0.07 | 0.09 | 0.05 | 0.07 | 0.04 | 0.00 | 0.17 | 0.29 | 0.12 | 0.03 | 0.48 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.09 | V/C | | 0.07 | V/C | | 0.17 | V/C | | 0.48 | 0.808 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.09 | RTOG | | 0.62 | RTOG | | 0.48 | Right Turn Adjustment |
| RTOR | | 0.35 | RTOR | | 0.17 | RTOR | | 0.12 | RTOR | | 0.07 | |
| RTC | | 0.35 | RTC | | 0.21 | RTC | | 0.71 | RTC | | 0.53 | |
| Addl ICU | | -0.30 | Addl ICU | | -0.21 | Addl ICU | | -0.59 | Addl ICU | | -0.35 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.86 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3170 | 230 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3076 | 324 | Total Saturation |
| 451 | 413 | 30 | 45 | 302 | 636 | 791 | 541 | 398 | 27 | 504 | 53 | Volume |
| 0.13 | 0.13 | 0.13 | 0.03 | 0.09 | 0.37 | 0.23 | 0.16 | 0.23 | 0.02 | 0.16 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.13 | V/C | | 0.09 | V/C | | 0.23 | V/C | | 0.16 | 0.618 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.09 | RTOG | | 0.38 | RTOG | | 0.16 | Right Turn Adjustment |
| RTOR | | 0.24 | RTOR | | 0.23 | RTOR | | 0.13 | RTOR | | 0.09 | |
| RTC | | 0.37 | RTC | | 0.26 | RTC | | 0.48 | RTC | | 0.23 | |
| Addl ICU | | -0.24 | Addl ICU | | 0.11 | Addl ICU | | -0.25 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.11 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 404 | 0 | 308 | 308 | 986 | 0 | 0 | 1060 | 435 | Volume |
| 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.18 | 0.18 | 0.29 | 0.00 | 0.00 | 0.31 | 0.26 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.18 | V/C | | 0.31 | 0.612 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.12 | RTOG | | 0.12 | RTOG | | 0.49 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.20 | RTOR | | 0.18 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | 0.03 | RTC | | 0.25 | RTC | | 0.58 | RTC | | 0.40 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.07 | Addl ICU | | -0.58 | Addl ICU | | -0.15 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.66 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 184 | 0 | 85 | 0 | 0 | 0 | 0 | 1714 | 117 | 98 | 3080 | 0 | Volume |
| 0.11 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.34 | 0.07 | 0.06 | 0.60 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.11 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.60 | 0.712 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | -0.11 | RTOG | | 0.55 | RTOG | | 0.60 | Right Turn Adjustment |
| RTOR | | 0.27 | RTOR | | 0.00 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | 0.31 | RTC | | -0.11 | RTC | | 0.63 | RTC | | 0.69 | |
| Addl ICU | | -0.26 | Addl ICU | | 0.11 | Addl ICU | | -0.56 | Addl ICU | | -0.69 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 109 | 513 | 122 | 317 | 399 | 287 | 486 | 1051 | 142 | 116 | 761 | 395 | Volume |
| 0.06 | 0.15 | 0.07 | 0.09 | 0.12 | 0.17 | 0.14 | 0.31 | 0.08 | 0.03 | 0.22 | 0.23 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.15 | V/C | | 0.09 | V/C | | 0.14 | V/C | | 0.22 | 0.611 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.18 | RTOG | | 0.33 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.14 | RTOR | | 0.13 | RTOR | | 0.09 | |
| RTC | | 0.19 | RTC | | 0.29 | RTC | | 0.43 | RTC | | 0.29 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.12 | Addl ICU | | -0.34 | Addl ICU | | -0.06 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 514 | 457 | 226 | 119 | 504 | 270 | 276 | 1187 | 558 | 232 | 1093 | 109 | Volume |
| 0.15 | 0.13 | 0.13 | 0.07 | 0.15 | 0.16 | 0.08 | 0.23 | 0.00 | 0.07 | 0.21 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.15 | V/C | | 0.15 | V/C | | 0.23 | V/C | | 0.07 | 0.600 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.15 | RTOG | | 0.23 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.09 | RTOR | | 0.15 | RTOR | | 0.17 | |
| RTC | | 0.28 | RTC | | 0.21 | RTC | | 0.35 | RTC | | 0.34 | |
| Addl ICU | | -0.15 | Addl ICU | | -0.05 | Addl ICU | | -0.35 | Addl ICU | | -0.28 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.65 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 1700 | 7369 | 1131 | 3400 | 1700 | 3400 | 3400 | 2164 | 1236 | Total Saturation |
| 580 | 2827 | 5 | 5 | 2638 | 405 | 615 | 43 | 821 | 20 | 28 | 16 | Volume |
| 0.17 | 0.42 | 0.00 | 0.00 | 0.36 | 0.36 | 0.18 | 0.03 | 0.24 | 0.01 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.17 | V/C | | 0.36 | V/C | | 0.18 | V/C | | 0.01 | 0.722 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.53 | RTOG | | 0.36 | RTOG | | 0.19 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.18 | RTOR | | 0.17 | RTOR | | 0.11 | |
| RTC | | 0.65 | RTC | | 0.49 | RTC | | 0.32 | RTC | | 0.10 | |
| Addl ICU | | -0.65 | Addl ICU | | -0.14 | Addl ICU | | -0.07 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 388 | 1312 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 311 | 29 | 98 | 36 | 57 | 114 | 31 | 1408 | 250 | 59 | 1093 | 15 | Volume |
| 0.09 | 0.07 | 0.07 | 0.02 | 0.03 | 0.07 | 0.02 | 0.41 | 0.15 | 0.03 | 0.32 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.09 | | V/C | 0.03 | | V/C | 0.41 | | V/C | 0.03 | | 0.574 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.10 | | RTOG | 0.03 | | RTOG | 0.41 | | RTOG | 0.43 | | Right Turn Adjustment |
| RTOR | 0.03 | | RTOR | 0.13 | | RTOR | 0.09 | | RTOR | 0.05 | | |
| RTC | 0.13 | | RTC | 0.13 | | RTC | 0.48 | | RTC | 0.47 | | |
| Addl ICU | -0.06 | | Addl ICU | -0.06 | | Addl ICU | -0.34 | | Addl ICU | -0.46 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.62 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 75 | 94 | 112 | 268 | 96 | 178 | 142 | 1570 | 70 | 147 | 2591 | 388 | Volume |
| 0.04 | 0.06 | 0.07 | 0.08 | 0.06 | 0.10 | 0.08 | 0.31 | 0.04 | 0.09 | 0.51 | 0.23 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.06 | V/C | | 0.08 | V/C | | 0.08 | V/C | | 0.51 | 0.726 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.06 | RTOG | | 0.09 | RTOG | | 0.51 | RTOG | | 0.51 | Right Turn Adjustment |
| RTOR | | 0.28 | RTOR | | 0.08 | RTOR | | 0.08 | RTOR | | 0.08 | |
| RTC | | 0.27 | RTC | | 0.15 | RTC | | 0.56 | RTC | | 0.57 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.05 | Addl ICU | | -0.52 | Addl ICU | | -0.34 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2574 | 826 | 1700 | 3273 | 127 | 1700 | 442 | 1258 | 1700 | 1457 | 243 | Total Saturation |
| 59 | 474 | 152 | 3 | 362 | 14 | 10 | 13 | 37 | 90 | 12 | 2 | Volume |
| 0.03 | 0.18 | 0.18 | 0.00 | 0.11 | 0.11 | 0.01 | 0.03 | 0.03 | 0.05 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.05 | 0.268 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.15 | RTOG | | 0.03 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.07 | RTOR | | 0.08 | RTOR | | 0.00 | |
| RTC | | 0.22 | RTC | | 0.21 | RTC | | 0.09 | RTC | | 0.08 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.10 | Addl ICU | | -0.06 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.32 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | Total Saturation |
| 127 | 684 | 233 | 18 | 692 | 14 | 18 | 84 | 99 | 151 | 47 | 47 | Volume |
| 0.15 | 0.40 | 0.27 | 0.02 | 0.41 | 0.02 | 0.02 | 0.05 | 0.12 | 0.18 | 0.03 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.15 | V/C | | 0.41 | V/C | | 0.05 | V/C | | 0.18 | 0.784 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.54 | RTOG | | 0.41 | RTOG | | 0.05 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.20 | RTOR | | 0.15 | RTOR | | 0.15 | |
| RTC | | 0.67 | RTC | | 0.56 | RTC | | 0.16 | RTC | | 0.32 | |
| Addl ICU | | -0.39 | Addl ICU | | -0.54 | Addl ICU | | -0.05 | Addl ICU | | -0.27 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3070 | 330 | 1700 | 2968 | 432 | 1700 | 403 | 1297 | 1700 | 1020 | 680 | Total Saturation |
| 29 | 614 | 66 | 13 | 549 | 80 | 113 | 23 | 74 | 51 | 9 | 6 | Volume |
| 0.02 | 0.20 | 0.20 | 0.01 | 0.19 | 0.19 | 0.07 | 0.06 | 0.06 | 0.03 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.20 | V/C | | 0.01 | V/C | | 0.06 | V/C | | 0.03 | 0.295 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.19 | RTOG | | 0.06 | RTOG | | 0.02 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.08 | RTOR | | 0.02 | RTOR | | 0.01 | |
| RTC | | 0.22 | RTC | | 0.25 | RTC | | 0.07 | RTC | | 0.03 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.06 | Addl ICU | | -0.02 | Addl ICU | | -0.02 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.34 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1426 | 274 | 850 | 1656 | 44 | 850 | 1684 | 16 | 850 | 1673 | 27 | Total Saturation |
| 1 | 156 | 30 | 3 | 76 | 2 | 5 | 422 | 4 | 34 | 306 | 5 | Volume |
| 0.00 | 0.11 | 0.11 | 0.00 | 0.05 | 0.05 | 0.01 | 0.25 | 0.25 | 0.04 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.11 | V/C | | 0.00 | V/C | | 0.25 | V/C | | 0.04 | 0.404 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.11 | RTOG | | 0.25 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.11 | RTOR | | 0.07 | RTOR | | 0.00 | |
| RTC | | 0.14 | RTC | | 0.19 | RTC | | 0.30 | RTC | | 0.29 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.15 | Addl ICU | | -0.05 | Addl ICU | | -0.10 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.45 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 74 | 0 | 76 | 0 | 0 | 0 | 0 | 1669 | 48 | 81 | 2759 | 0 | Volume |
| 0.04 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.33 | 0.03 | 0.05 | 0.54 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.04 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.54 | | 0.585 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | -0.04 | | RTOG | 0.49 | | RTOG | 0.54 | | Right Turn Adjustment |
| RTOR | 0.21 | | RTOR | 0.00 | | RTOR | 0.04 | | RTOR | 0.04 | | |
| RTC | 0.20 | | RTC | -0.04 | | RTC | 0.53 | | RTC | 0.57 | | |
| Addl ICU | -0.16 | | Addl ICU | 0.04 | | Addl ICU | -0.50 | | Addl ICU | -0.57 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 70 | 96 | 0 | 0 | 74 | 26 | 64 | 0 | 96 | 0 | 0 | 0 | Volume |
| 0.04 | 0.06 | 0.00 | 0.00 | 0.04 | 0.02 | 0.04 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.04 | V/C | | 0.04 | V/C | | 0.04 | V/C | | 0.00 | 0.122 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | 0.04 | RTOG | | 0.04 | RTOG | | -0.04 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.03 | |
| RTC | | 0.11 | RTC | | 0.07 | RTC | | 0.07 | RTC | | -0.02 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.06 | Addl ICU | | -0.01 | Addl ICU | | 0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.17 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 41 | 1659 | 0 | 0 | 1513 | 187 | Total Saturation |
| 0 | 0 | 0 | 22 | 0 | 38 | 10 | 409 | 0 | 0 | 292 | 36 | Volume |
| 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.04 | 0.25 | 0.25 | 0.00 | 0.00 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.25 | V/C | | 0.19 | 0.465 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.03 | RTOG | | 0.03 | RTOG | | 0.44 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.25 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.12 | RTC | | 0.21 | RTC | | 0.46 | RTC | | 0.21 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.17 | Addl ICU | | -0.46 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.52 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1690 | 10 | Total Saturation |
| 0 | 0 | 0 | 2 | 0 | 1 | 19 | 382 | 0 | 0 | 335 | 2 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.22 | 0.00 | 0.00 | 0.20 | 0.20 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.22 | V/C | | 0.00 | 0.227 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.22 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.03 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.02 | RTC | | 0.23 | RTC | | 0.22 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.02 | Addl ICU | | -0.23 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.28 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 54 | 15 | 38 | 58 | 18 | 85 | 79 | 1821 | 68 | 86 | 3061 | 100 | Volume |
| 0.03 | 0.01 | 0.02 | 0.03 | 0.01 | 0.05 | 0.05 | 0.36 | 0.04 | 0.05 | 0.60 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.01 | V/C | | 0.03 | V/C | | 0.05 | V/C | | 0.60 | 0.690 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.01 | RTOG | | 0.60 | RTOG | | 0.60 | Right Turn Adjustment |
| RTOR | | 0.29 | RTOR | | 0.05 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.23 | RTC | | 0.05 | RTC | | 0.62 | RTC | | 0.63 | |
| Addl ICU | | -0.20 | Addl ICU | | 0.00 | Addl ICU | | -0.58 | Addl ICU | | -0.57 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.74 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|------|-----------------------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1640 | 60 | 1700 | 1532 | 168 | 1700 | 1588 | 112 | 1700 | 1490 | 210 | Total Saturation |
| 40 | 136 | 5 | 19 | 164 | 18 | 4 | 353 | 25 | 7 | 277 | 39 | Volume |
| 0.02 | 0.08 | 0.08 | 0.01 | 0.11 | 0.11 | 0.00 | 0.22 | 0.22 | 0.00 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.02 | | V/C | 0.11 | | V/C | 0.22 | | V/C | 0.00 | | 0.357 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.11 | | RTOG | 0.22 | | RTOG | 0.22 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.04 | | RTOR | 0.02 | | RTOR | 0.05 | | |
| RTC | 0.12 | | RTC | 0.14 | | RTC | 0.24 | | RTC | 0.26 | | |
| Addl ICU | -0.04 | | Addl ICU | -0.03 | | Addl ICU | -0.02 | | Addl ICU | -0.07 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | | 0.41 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1360 | 340 | 1700 | 1700 | 1700 | 1700 | 3136 | 264 | 1700 | 3400 | 1700 | Total Saturation |
| 59 | 56 | 14 | 67 | 50 | 276 | 437 | 964 | 81 | 20 | 1055 | 110 | Volume |
| 0.03 | 0.04 | 0.04 | 0.04 | 0.03 | 0.16 | 0.26 | 0.31 | 0.31 | 0.01 | 0.31 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.04 | V/C | | 0.26 | V/C | | 0.31 | 0.648 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.05 | RTOG | | 0.56 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.26 | RTOR | | 0.26 | RTOR | | 0.05 | RTOR | | 0.04 | |
| RTC | | 0.24 | RTC | | 0.24 | RTC | | 0.59 | RTC | | 0.34 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.08 | Addl ICU | | -0.29 | Addl ICU | | -0.28 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 594 | 1106 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 88 | 48 | 148 | 69 | 22 | 41 | 70 | 1755 | 73 | 190 | 2963 | 182 | Volume |
| 0.05 | 0.03 | 0.09 | 0.04 | 0.04 | 0.04 | 0.04 | 0.34 | 0.04 | 0.06 | 0.58 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.03 | V/C | | 0.04 | V/C | | 0.04 | V/C | | 0.58 | 0.691 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.02 | RTOG | | 0.57 | RTOG | | 0.58 | Right Turn Adjustment |
| RTOR | | 0.28 | RTOR | | 0.04 | RTOR | | 0.03 | RTOR | | 0.04 | |
| RTC | | 0.24 | RTC | | 0.05 | RTC | | 0.59 | RTC | | 0.61 | |
| Addl ICU | | -0.15 | Addl ICU | | -0.01 | Addl ICU | | -0.55 | Addl ICU | | -0.50 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.74 | | | | | | | | | | | | |

INTERSECTION ANALYSIS WORKSHEETS

**POST YEAR 2035 – WITH PROJECT
2012 MODIFIED PROJECT OPTION 2
AM PEAK HOUR**

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Impact Analysis Report
Level Of Service

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|------|-------------|---------|--------|-------------|---------|--------------|
| | LOS | Del/ Veh | V/ C | LOS | Del/ Veh | V/ C | |
| # 1 "B" St & Driveway 1 | A | 9.1 | 0.008 | A | 9.1 | 0.008 | + 0.000 D/V |
| # 2 "B" St & Driveway 2 | B | 12.1 | 0.081 | B | 12.1 | 0.081 | + 0.000 D/V |
| # 3 Driveway 3 & "LQ" St | B | 10.5 | 0.060 | B | 10.5 | 0.060 | + 0.000 D/V |
| # 4 Driveway 4 & "LQ" St | C | 15.4 | 0.093 | C | 15.4 | 0.093 | + 0.000 D/V |
| # 5 "LQ" St & Driveway 5 | B | 10.3 | 0.076 | B | 10.3 | 0.076 | + 0.000 D/V |
| # 6 "LQ" St & Driveway 6 | D | 26.3 | 0.440 | D | 26.3 | 0.440 | + 0.000 D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 D/V |
| #282 Jeffrey Rd & Portola Pkwy | E | xxxxx | 0.966 | E | xxxxx | 0.966 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxx | 0.999 | E | xxxxx | 0.999 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | D | xxxxx | 0.871 | D | xxxxx | 0.871 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | C | xxxxx | 0.706 | C | xxxxx | 0.706 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxx | 0.565 | A | xxxxx | 0.565 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | C | xxxxx | 0.779 | C | xxxxx | 0.779 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | D | xxxxx | 0.889 | D | xxxxx | 0.889 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | C | 29.0 | 0.913 | C | 29.0 | 0.913 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | D | 45.9 | 1.072 | D | 45.9 | 1.072 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | E | xxxxx | 0.927 | E | xxxxx | 0.927 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 13.3 | 0.592 | B | 13.3 | 0.592 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | A | 3.8 | 0.680 | A | 3.8 | 0.680 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | F | xxxxx | 1.065 | F | xxxxx | 1.065 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | D | xxxxx | 0.852 | D | xxxxx | 0.852 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | C | xxxxx | 0.706 | C | xxxxx | 0.706 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | B | xxxxx | 0.614 | B | xxxxx | 0.614 | + 0.000 V/C |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

| Intersection | Base | | Future | | Change in | |
|-------------------------------------|-------------|--------------|-------------|--------------|--------------|-----|
| | Del/ LOS | V/ Veh | Del/ LOS | V/ Veh | | |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | B | 19.2 0.877 | B | 19.2 0.877 | + 0.000 | D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 20.7 0.798 | C | 20.7 0.798 | + 0.000 | D/V |
| #444 Sand Canyon Ave & Burt Rd | E | xxxxxx 0.989 | E | xxxxxx 0.989 | + 0.000 | V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 19.0 0.535 | B | 19.0 0.535 | + 0.000 | D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | B | 18.2 0.505 | B | 18.2 0.505 | + 0.000 | D/V |
| #556 Ridge Valley & Portola Pkwy | D | xxxxxx 0.808 | D | xxxxxx 0.808 | + 0.000 | V/C |
| #557 "O" St & "C" St | A | 2.5 0.331 | A | 2.5 0.331 | + 0.000 | V/C |
| #558 "O" St & Irvine Blvd | B | xxxxxx 0.685 | B | xxxxxx 0.685 | + 0.000 | V/C |
| #559 "O" St & Trabuco Rd | D | xxxxxx 0.819 | D | xxxxxx 0.819 | + 0.000 | V/C |
| #560 "O" St & Marine Wy | A | xxxxxx 0.524 | A | xxxxxx 0.524 | + 0.000 | V/C |
| #563 "B" St & Irvine Blvd | C | xxxxxx 0.731 | C | xxxxxx 0.731 | + 0.000 | V/C |
| #566 Marine Wy & Barranca Pkwy | C | xxxxxx 0.721 | C | xxxxxx 0.721 | + 0.000 | V/C |
| #567 Marine Wy & Alton Pkwy | C | xxxxxx 0.757 | C | xxxxxx 0.757 | + 0.000 | V/C |
| #569 Bake Pkwy & Marine Wy | D | xxxxxx 0.896 | D | xxxxxx 0.896 | + 0.000 | V/C |
| #571 Portola Springs & Portola Pkwy | C | xxxxxx 0.756 | C | xxxxxx 0.756 | + 0.000 | V/C |
| #572 Modjeska/"A" St & Irvine Blvd | C | xxxxxx 0.741 | C | xxxxxx 0.741 | + 0.000 | V/C |
| #603 "O" St & "LN" St | A | xxxxxx 0.380 | A | xxxxxx 0.380 | + 0.000 | V/C |
| #605 "O" St & "LQ" St | A | 3.5 0.448 | A | 3.5 0.448 | + 0.000 | V/C |
| #608 "O" St & "LV" St | A | xxxxxx 0.358 | A | xxxxxx 0.358 | + 0.000 | V/C |
| #626 "LY" St & "LQ" St | A | 4.7 0.382 | A | 4.7 0.382 | + 0.000 | V/C |
| #627 "LY" St & Irvine Blvd | A | xxxxxx 0.558 | A | xxxxxx 0.558 | + 0.000 | V/C |
| #631 "LY" St & Trabuco Rd | A | 9.0 0.023 | A | 9.0 0.023 | + 0.000 | D/V |
| #782 "A" St & "LQ" St | A | 4.2 0.313 | A | 4.2 0.313 | + 0.000 | V/C |
| #787 "Z" St & "LQ" St | B | 12.9 0.017 | B | 12.9 0.017 | + 0.000 | D/V |
| #790 "Z" St & Irvine Blvd | C | xxxxxx 0.764 | C | xxxxxx 0.764 | + 0.000 | V/C |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #798 "B" St & "LQ" St | A xxxxx | 0.439 | A xxxxx | 0.439 | + 0.000 V/C |
| #799 "B" St & Marine Wy | D xxxxx | 0.802 | D xxxxx | 0.802 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D xxxxx | 0.847 | D xxxxx | 0.847 | + 0.000 V/C |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Signal Warrant Summary Report

| Intersection | Base Met | Future Met |
|---------------------------|-------------|-------------|
| | [Del / Vol] | [Del / Vol] |
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 162 | 7 | 0 | 366 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 9.1 | | | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=7]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=542]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 162 | 7 | 0 | 366 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | | |
| Major Street Volume: | 535 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 7 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 386 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|-----|----|--------------|-----|---|------------|---|---|------------|----|---|----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 176 | 30 | 111 | 366 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 42 | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 12.1 | | | | | | | | |

 Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.2]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=63]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=746]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|----|--------------|-----|---|------------|---|---|------------|---|---|----|---|----|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 176 | 30 | 111 | 366 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 42 | | | |
| Major Street Volume: | 683 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 63 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 416 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | | 45 | 280 | 0 | | | 0 | 343 | 15 | | |
| ApproachDel: | xxxxxx | | | | 10.5 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=42]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=725]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|-----|-----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | | 45 | 280 | 0 | | | 0 | 343 | 15 | | |
| Major Street Volume: | | | | | | | | | | | 683 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 42 | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | 416 | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
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Peak Hour Delay Signal Warrant Report

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign, Uncontrolled), Lanes, Final Volume, and Approach Del.

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=59]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=802]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=35]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=802]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|-------------|----|----|-------------|---|----|--------------|-----|---|--------------|-----|----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 7 | 30 | 22 | 14 | 7 | 14 | 45 | 280 | 3 | 7 | 343 | 30 | | | | | | |
| Major Street Volume: | 708 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 59 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 404 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
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 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 280 | 0 | 0 | 305 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 10.3 | | | xxxxxx | | | | | | | |

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=56]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=641]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|---|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 280 | 0 | 0 | 0 | 0 | 305 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | | | | | 585 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 56 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 362 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|-----|---|--------------|-----|----|------------|----|----|------------|----|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| FinalVolume: | 89 | 293 | 3 | 0 | 305 | 74 | 105 | 14 | 28 | 7 | 45 | 0 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 26.3 | | | 20.4 | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=147]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=963]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=52]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=963]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|----|------------|----|----|------------|----|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | | | | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| FinalVolume: | 89 | 293 | 3 | 0 | 305 | 74 | 105 | 14 | 28 | 7 | 45 | 0 | | | | | | | | | | | |
| Major Street Volume: | | | | | | | 764 | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | | | 147 | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 490 | | | | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 293 | 0 | 0 | 276 | 223 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 293 | 0 | 0 | 276 | 223 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | 792 | | | | | | | | | | | |
| Minor Approach Volume: | 0 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 365 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|--------------|---|----|---|--------------|---|---|----|------------|-----|----|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 8 | | 33 | | 0 | 0 | | 97 | | 139 | 14 | | 0 | | 22 | 0 | | 0 | | 0 |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | 9.0 | | | | xxxxxx | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=36]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=313]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|-----|-----|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 8 | | 33 | | 0 | 0 | | 97 | | 139 | 14 | | 0 | | 22 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | | | | | | | 277 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 36 | | | | | | | | | |
| Minor Approach Volume Threshold: | 926 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 3 | | 12 | 337 | 0 | | | 0 | 336 | 3 | | |
| ApproachDel: | xxxxxx | | | | 12.9 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=10]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=698]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|-----|---|--------------|---|---|---|---|-----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | | 0 | | 0 | 7 | | 0 | | 3 | 12 | | 337 | | 0 | 0 | | 336 | | 3 |
| Major Street Volume: | | | | | | | | | | | 688 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 10 | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | 414 | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of volume-related metrics.

Critical Gap Module table with 12 columns and 2 rows of critical gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity-related metrics.

Level of Service Module table with 12 columns and 8 rows of level of service and delay data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[12.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustment factors for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time values.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, move capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing level of service metrics like 2Way95thQ, Control Del, LOS by Move, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[10.5]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0-1).

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for approaches (North, South, East, West).

Critical Gap Module: Table with 12 columns for critical gap and follow-up time components and 4 columns for approaches.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for approaches.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for approaches.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: C [15.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns for gap components. Rows include Critical Gp and FollowUpTim.

Capacity Module: Table with 12 columns for capacity components. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns for LOS components. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B [10.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 6 rows of volume data.

Critical Gap Module table with 12 columns and 2 rows of critical gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity-related data.

Level of Service Module table with 12 columns and 8 rows of level of service and delay data.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: D[26.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns representing traffic volumes and adjustment factors for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 13 columns showing critical gap and follow-up time values.

Capacity Module: Table with 13 columns showing conflict volume, potential capacity, move capacity, and volume/capacity ratios.

Level of Service Module: Table with 13 columns showing delay, LOS by movement, shared capacity, shared queue, shared delay, and shared LOS.

Note: Queue reported is the number of cars per lane.

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Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 1 0 0, etc.)

Volume Module: Table with 12 columns for volume adjustments (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 rows for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for critical gap and follow-up time for North, South, East, West bounds.

Capacity Module: Table with 12 columns for capacity metrics (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) and 4 rows for North, South, East, West bounds.

Level of Service Module: Table with 12 columns for LOS metrics (2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 rows for North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.966
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 154 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 2 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1027 | 248 | 62 | 402 | 384 | 71 | 131 | 1048 | 524 | 270 | 964 | 170 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1027 | 248 | 62 | 402 | 384 | 71 | 131 | 1048 | 524 | 270 | 964 | 170 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1027 | 248 | 0 | 402 | 384 | 71 | 131 | 1048 | 524 | 270 | 964 | 170 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1027 | 248 | 0 | 402 | 384 | 71 | 131 | 1048 | 524 | 270 | 964 | 170 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1027 | 248 | 0 | 402 | 384 | 71 | 131 | 1048 | 524 | 270 | 964 | 170 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.55 | 0.45 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 4335 | 765 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.30 | 0.15 | 0.00 | 0.24 | 0.23 | 0.04 | 0.08 | 0.21 | 0.31 | 0.08 | 0.22 | 0.22 |
| Crit Moves: | **** | | | **** | | | | | **** | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.999
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 163 | 773 | 313 | 384 | 1357 | 145 | 173 | 1598 | 322 | 312 | 1987 | 313 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 163 | 773 | 313 | 384 | 1357 | 145 | 173 | 1598 | 322 | 312 | 1987 | 313 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 163 | 773 | 0 | 384 | 1357 | 145 | 173 | 1598 | 322 | 312 | 1987 | 313 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 163 | 773 | 0 | 384 | 1357 | 145 | 173 | 1598 | 322 | 312 | 1987 | 313 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 163 | 773 | 0 | 384 | 1357 | 145 | 173 | 1598 | 322 | 312 | 1987 | 313 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.50 | 0.50 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4245 | 855 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.15 | 0.00 | 0.11 | 0.27 | 0.09 | 0.05 | 0.38 | 0.38 | 0.09 | 0.58 | 0.18 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.871
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.706 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 38 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 4 | 0 | 2 | 0 |
| | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 134 | 839 | 284 | 271 | 1717 | 363 | 265 | 563 | 145 | 647 | 850 | 92 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 134 | 839 | 284 | 271 | 1717 | 363 | 265 | 563 | 145 | 647 | 850 | 92 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 134 | 839 | 284 | 271 | 1717 | 363 | 265 | 563 | 145 | 647 | 850 | 92 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 134 | 839 | 284 | 271 | 1717 | 363 | 265 | 563 | 145 | 647 | 850 | 92 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 134 | 839 | 284 | 271 | 1717 | 363 | 265 | 563 | 145 | 647 | 850 | 92 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.24 | 0.76 | 2.00 | 4.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 3810 | 1290 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.22 | 0.22 | 0.08 | 0.25 | 0.21 | 0.08 | 0.17 | 0.09 | 0.19 | 0.25 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
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 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.565 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 27 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 261 | 0 | 442 | 0 | 0 | 0 | 0 | 830 | 738 | 479 | 1151 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 261 | 0 | 442 | 0 | 0 | 0 | 0 | 830 | 738 | 479 | 1151 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 261 | 0 | 442 | 0 | 0 | 0 | 0 | 830 | 0 | 479 | 1151 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 261 | 0 | 442 | 0 | 0 | 0 | 0 | 830 | 0 | 479 | 1151 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 261 | 0 | 442 | 0 | 0 | 0 | 0 | 830 | 0 | 479 | 1151 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.14 | 0.34 | 0.00 |
| Crit Moves: | | | **** | | | | | **** | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: C

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control (Protected), Rights (Include), Min. Green (0), Y+R (4.0), and Lanes (2, 0, 3, 0, 2).

Volume Module table with columns for North, South, East, West Bound. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for North, South, East, West Bound. Rows include Sat/Lane (1700), Adjustment (1.00), Lanes (2.00, 3.00, 2.00), and Final Sat. (3400, 5100, 3400).

Capacity Analysis Module table with columns for North, South, East, West Bound. Rows include Vol/Sat (0.03, 0.11, 0.08, 0.13, 0.30, 0.07, 0.08, 0.23, 0.23, 0.16, 0.31, 0.10) and Crit Moves (****).

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.889 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 81 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 1 | 0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 225 | 492 | 233 | 336 | 2455 | 103 | 157 | 348 | 669 | 518 | 900 | 352 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 225 | 492 | 233 | 336 | 2455 | 103 | 157 | 348 | 669 | 518 | 900 | 352 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 225 | 492 | 0 | 336 | 2455 | 103 | 157 | 348 | 0 | 518 | 900 | 352 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 225 | 492 | 0 | 336 | 2455 | 103 | 157 | 348 | 0 | 518 | 900 | 352 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 225 | 492 | 0 | 336 | 2455 | 103 | 157 | 348 | 0 | 518 | 900 | 352 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.16 | 0.84 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3666 | 1434 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.07 | 0.10 | 0.00 | 0.10 | 0.48 | 0.06 | 0.05 | 0.07 | 0.00 | 0.15 | 0.25 | 0.25 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.913
Loss Time (sec): 0 Average Delay (sec/veh): 29.0
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.072
Loss Time (sec): 0 Average Delay (sec/veh): 45.9
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.927 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 106 | Level Of Service: | E |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | | 2 | 0 | 2 | 1 | 0 | |
| | 2 | 0 | 0 | 1 | 0 | | 2 | 0 | 0 | 1 | 0 | |
| | 2 | 0 | 1 | 1 | 1 | | 2 | 0 | 1 | 1 | 1 | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 133 | 921 | 184 | 1764 | 2108 | 452 | 122 | 152 | 114 | 72 | 234 | 368 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 133 | 921 | 184 | 1764 | 2108 | 452 | 122 | 152 | 114 | 72 | 234 | 368 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 133 | 921 | 184 | 1764 | 2108 | 452 | 122 | 152 | 114 | 72 | 234 | 368 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 133 | 921 | 184 | 1764 | 2108 | 452 | 122 | 152 | 114 | 72 | 234 | 368 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 133 | 921 | 184 | 1764 | 2108 | 452 | 122 | 152 | 114 | 72 | 234 | 368 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.47 | 0.53 | 2.00 | 0.57 | 0.43 | 2.00 | 1.17 | 1.83 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4200 | 900 | 3400 | 971 | 729 | 3400 | 1982 | 3118 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.18 | 0.11 | 0.52 | 0.50 | 0.50 | 0.04 | 0.16 | 0.16 | 0.02 | 0.12 | 0.12 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 0 Average Delay (sec/veh): 13.3
Optimal Cycle: 56 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 0 Average Delay (sec/veh): 3.8
Optimal Cycle: 71 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 1.065 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 180 | Level Of Service: | F |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 1 | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 282 | 541 | 136 | 299 | 1556 | 644 | 705 | 1549 | 892 | 347 | 1307 | 276 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 282 | 541 | 136 | 299 | 1556 | 644 | 705 | 1549 | 892 | 347 | 1307 | 276 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 282 | 541 | 0 | 299 | 1556 | 0 | 705 | 1549 | 892 | 347 | 1307 | 276 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 282 | 541 | 0 | 299 | 1556 | 0 | 705 | 1549 | 892 | 347 | 1307 | 276 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 282 | 541 | 0 | 299 | 1556 | 0 | 705 | 1549 | 892 | 347 | 1307 | 276 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.11 | 0.00 | 0.09 | 0.31 | 0.00 | 0.21 | 0.30 | 0.52 | 0.10 | 0.26 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.852
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume per saturation and critical moves.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.706 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 38 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 2 | 0 |
| | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 163 | 1244 | 229 | 117 | 2144 | 79 | 13 | 12 | 29 | 399 | 42 | 110 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 163 | 1244 | 229 | 117 | 2144 | 79 | 13 | 12 | 29 | 399 | 42 | 110 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 163 | 1244 | 0 | 117 | 2144 | 79 | 13 | 12 | 0 | 399 | 42 | 110 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 163 | 1244 | 0 | 117 | 2144 | 79 | 13 | 12 | 0 | 399 | 42 | 110 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 163 | 1244 | 0 | 117 | 2144 | 79 | 13 | 12 | 0 | 399 | 42 | 110 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.89 | 0.11 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4919 | 181 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.24 | 0.00 | 0.03 | 0.44 | 0.44 | 0.01 | 0.01 | 0.00 | 0.12 | 0.02 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 5 | 1045 | 166 | 119 | 1281 | 1026 | 549 | 215 | 11 | 229 | 403 | 101 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 5 | 1045 | 166 | 119 | 1281 | 1026 | 549 | 215 | 11 | 229 | 403 | 101 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 5 | 1045 | 0 | 119 | 1281 | 0 | 549 | 215 | 11 | 229 | 403 | 101 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 5 | 1045 | 0 | 119 | 1281 | 0 | 549 | 215 | 11 | 229 | 403 | 101 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 5 | 1045 | 0 | 119 | 1281 | 0 | 549 | 215 | 11 | 229 | 403 | 101 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.90 | 0.10 | 2.00 | 1.60 | 0.40 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3235 | 165 | 3400 | 2719 | 681 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.20 | 0.00 | 0.04 | 0.25 | 0.00 | 0.16 | 0.07 | 0.07 | 0.07 | 0.15 | 0.15 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 0 Average Delay (sec/veh): 19.2
Optimal Cycle: 180 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 0 Average Delay (sec/veh): 20.7
Optimal Cycle: 113 Level Of Service: C

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Volume and rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat., and rows for Sat/Lane, Adjustment, Lanes, and Final Sat..

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ, and rows for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.989
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 36 | 1324 | 85 | 95 | 4280 | 161 | 54 | 4 | 50 | 73 | 9 | 79 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 36 | 1324 | 85 | 95 | 4280 | 161 | 54 | 4 | 50 | 73 | 9 | 79 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 36 | 1324 | 85 | 95 | 4280 | 161 | 54 | 4 | 50 | 73 | 9 | 79 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 36 | 1324 | 85 | 95 | 4280 | 161 | 54 | 4 | 50 | 73 | 9 | 79 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 36 | 1324 | 85 | 95 | 4280 | 161 | 54 | 4 | 50 | 73 | 9 | 79 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.82 | 0.18 | 1.00 | 3.00 | 1.00 | 1.00 | 0.07 | 0.93 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 4792 | 308 | 1700 | 5100 | 1700 | 1700 | 126 | 1574 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.28 | 0.28 | 0.06 | 0.84 | 0.09 | 0.03 | 0.03 | 0.03 | 0.04 | 0.01 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 0 Average Delay (sec/veh): 19.0
Optimal Cycle: 49 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 0 Average Delay (sec/veh): 18.2
Optimal Cycle: 46 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.808
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | WideBypass | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 246 | 19 | 108 | 154 | 69 | 22 | 20 | 966 | 191 | 418 | 1370 | 24 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 246 | 19 | 108 | 154 | 69 | 22 | 20 | 966 | 191 | 418 | 1370 | 24 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 246 | 19 | 108 | 154 | 69 | 22 | 20 | 966 | 191 | 418 | 1370 | 24 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 246 | 19 | 108 | 154 | 69 | 22 | 20 | 966 | 191 | 418 | 1370 | 24 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 246 | 19 | 108 | 154 | 69 | 22 | 20 | 966 | 191 | 418 | 1370 | 24 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.15 | 0.85 | 1.00 | 1.52 | 0.48 | 1.00 | 1.67 | 0.33 | 1.00 | 1.97 | 0.03 |
| Final Sat.: | 1700 | 254 | 1446 | 1700 | 2578 | 822 | 1700 | 2839 | 561 | 1700 | 3341 | 59 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.14 | 0.07 | 0.07 | 0.09 | 0.03 | 0.03 | 0.01 | 0.34 | 0.34 | 0.25 | 0.41 | 0.41 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.5 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 71 | 113 | 2 | 79 | 503 | 196 | 26 | 8 | 50 | 1 | 28 | 97 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 71 | 113 | 2 | 79 | 503 | 196 | 26 | 8 | 50 | 1 | 28 | 97 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 71 | 113 | 2 | 79 | 503 | 196 | 26 | 8 | 50 | 1 | 28 | 97 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 71 | 113 | 2 | 79 | 503 | 196 | 26 | 8 | 50 | 1 | 28 | 97 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 71 | 113 | 2 | 79 | 503 | 196 | 26 | 8 | 50 | 1 | 28 | 97 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|---|----|-----|-----|----|---|----|---|----|----|
| AutoPCE: | 71 | 113 | 2 | 79 | 503 | 196 | 26 | 8 | 50 | 1 | 28 | 97 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 71 | 113 | 2 | 79 | 503 | 196 | 26 | 8 | 50 | 1 | 28 | 97 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 113 | 100 | 583 | 210 |
| MaxVolume: | 2343 | 2352 | 885 | 1087 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2343 | 2352 | 885 | 1087 |
| ApproachVol: | 186 | 778 | 84 | 126 |
| ApproachV/C: | 0.08 | 0.33 | 0.09 | 0.12 |
| ApproachDel: | 1.7 | 2.3 | 4.5 | 3.7 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.3 | 1.5 | 0.3 | 0.4 |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 3 | 2 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 148 | 54 | 69 | 306 | 402 | 653 | 176 | 1930 | 285 | 121 | 1786 | 83 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 148 | 54 | 69 | 306 | 402 | 653 | 176 | 1930 | 285 | 121 | 1786 | 83 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 148 | 54 | 69 | 306 | 402 | 0 | 176 | 1930 | 285 | 121 | 1786 | 83 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 148 | 54 | 69 | 306 | 402 | 0 | 176 | 1930 | 285 | 121 | 1786 | 83 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 148 | 54 | 69 | 306 | 402 | 0 | 176 | 1930 | 285 | 121 | 1786 | 83 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.03 | 0.04 | 0.18 | 0.12 | 0.00 | 0.05 | 0.38 | 0.17 | 0.04 | 0.35 | 0.05 |
| Crit Moves: | | | **** | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.819 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 56 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 164 | 59 | 5 | 30 | 349 | 919 | 553 | 460 | 607 | 25 | 587 | 25 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 164 | 59 | 5 | 30 | 349 | 919 | 553 | 460 | 607 | 25 | 587 | 25 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 164 | 59 | 5 | 30 | 349 | 919 | 553 | 460 | 607 | 25 | 587 | 25 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 164 | 59 | 5 | 30 | 349 | 919 | 553 | 460 | 607 | 25 | 587 | 25 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 164 | 59 | 5 | 30 | 349 | 919 | 553 | 460 | 607 | 25 | 587 | 25 |
| OvlAdjVol: | | | | | | 642 | | | 525 | | | |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.84 | 0.16 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.92 | 0.08 |
| Final Sat.: | 3400 | 3134 | 266 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3261 | 139 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.02 | 0.02 | 0.02 | 0.10 | 0.54 | 0.16 | 0.14 | 0.36 | 0.01 | 0.18 | 0.18 |
| OvlAdjV/S: | | | | | | 0.38 | | | 0.31 | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.524 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 25 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 335 | 0 | 165 | 64 | 979 | 0 | 0 | 1149 | 152 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 335 | 0 | 165 | 64 | 979 | 0 | 0 | 1149 | 152 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 335 | 0 | 165 | 64 | 979 | 0 | 0 | 1149 | 152 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 335 | 0 | 165 | 64 | 979 | 0 | 0 | 1149 | 152 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 335 | 0 | 165 | 64 | 979 | 0 | 0 | 1149 | 152 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.10 | 0.04 | 0.29 | 0.00 | 0.00 | 0.34 | 0.09 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.731 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 41 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 136 | 0 | 69 | 0 | 0 | 0 | 0 | 2694 | 243 | 123 | 1829 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 136 | 0 | 69 | 0 | 0 | 0 | 0 | 2694 | 243 | 123 | 1829 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 136 | 0 | 69 | 0 | 0 | 0 | 0 | 2694 | 243 | 123 | 1829 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 136 | 0 | 69 | 0 | 0 | 0 | 0 | 2694 | 243 | 123 | 1829 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 136 | 0 | 69 | 0 | 0 | 0 | 0 | 2694 | 243 | 123 | 1829 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.53 | 0.14 | 0.07 | 0.36 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 128 | 348 | 97 | 298 | 561 | 395 | 207 | 508 | 108 | 161 | 1027 | 318 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 128 | 348 | 97 | 298 | 561 | 395 | 207 | 508 | 108 | 161 | 1027 | 318 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 128 | 348 | 97 | 298 | 561 | 395 | 207 | 508 | 108 | 161 | 1027 | 318 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 128 | 348 | 97 | 298 | 561 | 395 | 207 | 508 | 108 | 161 | 1027 | 318 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 128 | 348 | 97 | 298 | 561 | 395 | 207 | 508 | 108 | 161 | 1027 | 318 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.10 | 0.06 | 0.09 | 0.17 | 0.23 | 0.06 | 0.15 | 0.06 | 0.05 | 0.30 | 0.19 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.757
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 640 | 480 | 238 | 116 | 362 | 319 | 249 | 1088 | 373 | 171 | 1315 | 111 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 640 | 480 | 238 | 116 | 362 | 319 | 249 | 1088 | 373 | 171 | 1315 | 111 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 640 | 480 | 238 | 116 | 362 | 319 | 249 | 1088 | 0 | 171 | 1315 | 111 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 640 | 480 | 238 | 116 | 362 | 319 | 249 | 1088 | 0 | 171 | 1315 | 111 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 640 | 480 | 238 | 116 | 362 | 319 | 249 | 1088 | 0 | 171 | 1315 | 111 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.19 | 0.14 | 0.14 | 0.07 | 0.11 | 0.19 | 0.07 | 0.21 | 0.00 | 0.05 | 0.26 | 0.07 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.896
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 85 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1022 | 2989 | 33 | 22 | 2472 | 764 | 281 | 20 | 323 | 4 | 13 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1022 | 2989 | 33 | 22 | 2472 | 764 | 281 | 20 | 323 | 4 | 13 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1022 | 2989 | 33 | 22 | 2472 | 764 | 281 | 20 | 323 | 4 | 13 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1022 | 2989 | 33 | 22 | 2472 | 764 | 281 | 20 | 323 | 4 | 13 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1022 | 2989 | 33 | 22 | 2472 | 764 | 281 | 20 | 323 | 4 | 13 | 4 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 4.00 | 1.00 | 1.00 | 4.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.53 | 0.47 |
| Final Sat.: | 3400 | 6800 | 1700 | 1700 | 6800 | 1700 | 3400 | 1700 | 3400 | 3400 | 2600 | 800 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.30 | 0.44 | 0.02 | 0.01 | 0.36 | 0.45 | 0.08 | 0.01 | 0.10 | 0.00 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | | **** | | | **** | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.756 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 44 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 326 | 5 | 72 | 69 | 76 | 310 | 16 | 1076 | 129 | 42 | 1422 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 326 | 5 | 72 | 69 | 76 | 310 | 16 | 1076 | 129 | 42 | 1422 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 326 | 5 | 72 | 69 | 76 | 310 | 16 | 1076 | 129 | 42 | 1422 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 326 | 5 | 72 | 69 | 76 | 310 | 16 | 1076 | 129 | 42 | 1422 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 326 | 5 | 72 | 69 | 76 | 310 | 16 | 1076 | 129 | 42 | 1422 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.06 | 0.94 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 110 | 1590 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.05 | 0.05 | 0.04 | 0.04 | 0.18 | 0.01 | 0.32 | 0.08 | 0.02 | 0.42 | 0.00 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.741 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 42 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 61 | 60 | 138 | 440 | 90 | 195 | 102 | 2201 | 42 | 83 | 1748 | 204 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 61 | 60 | 138 | 440 | 90 | 195 | 102 | 2201 | 42 | 83 | 1748 | 204 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 61 | 60 | 138 | 440 | 90 | 195 | 102 | 2201 | 42 | 83 | 1748 | 204 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 61 | 60 | 138 | 440 | 90 | 195 | 102 | 2201 | 42 | 83 | 1748 | 204 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 61 | 60 | 138 | 440 | 90 | 195 | 102 | 2201 | 42 | 83 | 1748 | 204 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.32 | 0.68 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 537 | 1163 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.04 | 0.08 | 0.13 | 0.17 | 0.17 | 0.06 | 0.43 | 0.02 | 0.05 | 0.34 | 0.12 |
| Crit Moves: | | | **** | **** | | | **** | | **** | **** | | |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.380
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 19 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 18 | 152 | 53 | 2 | 612 | 9 | 13 | 16 | 67 | 149 | 10 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 18 | 152 | 53 | 2 | 612 | 9 | 13 | 16 | 67 | 149 | 10 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 18 | 152 | 53 | 2 | 612 | 9 | 13 | 16 | 67 | 149 | 10 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 18 | 152 | 53 | 2 | 612 | 9 | 13 | 16 | 67 | 149 | 10 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 18 | 152 | 53 | 2 | 612 | 9 | 13 | 16 | 67 | 149 | 10 | 4 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.48 | 0.52 | 1.00 | 1.97 | 0.03 | 1.00 | 0.19 | 0.81 | 1.00 | 0.71 | 0.29 |
| Final Sat.: | 1700 | 2521 | 879 | 1700 | 3351 | 49 | 1700 | 328 | 1372 | 1700 | 1214 | 486 |

-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.06 | 0.06 | 0.00 | 0.18 | 0.18 | 0.01 | 0.05 | 0.05 | 0.09 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.5 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 134 | 229 | 150 | 1 | 896 | 30 | 4 | 33 | 69 | 265 | 95 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 134 | 229 | 150 | 1 | 896 | 30 | 4 | 33 | 69 | 265 | 95 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 134 | 229 | 150 | 1 | 896 | 30 | 4 | 33 | 69 | 265 | 95 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 134 | 229 | 150 | 1 | 896 | 30 | 4 | 33 | 69 | 265 | 95 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 134 | 229 | 150 | 1 | 896 | 30 | 4 | 33 | 69 | 265 | 95 | 2 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|---|-----|----|---|----|----|-----|----|---|
| AutoPCE: | 134 | 229 | 150 | 1 | 896 | 30 | 4 | 33 | 69 | 265 | 95 | 2 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 134 | 229 | 150 | 1 | 896 | 30 | 4 | 33 | 69 | 265 | 95 | 2 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 38 | 494 | 1162 | 367 |
| MaxVolume: | 2397 | 2068 | 573 | 1002 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2397 | 2068 | 573 | 1002 |
| ApproachVol: | 513 | 927 | 106 | 362 |
| ApproachV/C: | 0.21 | 0.45 | 0.19 | 0.36 |
| ApproachDel: | 1.9 | 3.1 | 7.7 | 5.6 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.8 | 2.4 | 0.7 | 1.7 |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.358
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 19 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 14 | 144 | 28 | 2 | 612 | 195 | 17 | 6 | 42 | 58 | 22 | 3 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 14 | 144 | 28 | 2 | 612 | 195 | 17 | 6 | 42 | 58 | 22 | 3 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 14 | 144 | 28 | 2 | 612 | 195 | 17 | 6 | 42 | 58 | 22 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 14 | 144 | 28 | 2 | 612 | 195 | 17 | 6 | 42 | 58 | 22 | 3 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 14 | 144 | 28 | 2 | 612 | 195 | 17 | 6 | 42 | 58 | 22 | 3 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.67 | 0.33 | 1.00 | 1.52 | 0.48 | 1.00 | 0.12 | 0.88 | 1.00 | 0.88 | 0.12 |
| Final Sat.: | 1700 | 2847 | 553 | 1700 | 2578 | 822 | 1700 | 213 | 1488 | 1700 | 1496 | 204 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.05 | 0.05 | 0.00 | 0.24 | 0.24 | 0.01 | 0.03 | 0.03 | 0.03 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.7 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 14 | 28 | 22 | 217 | 1 | 1 | 249 | 1 | 24 | 424 | 7 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 14 | 28 | 22 | 217 | 1 | 1 | 249 | 1 | 24 | 424 | 7 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 14 | 28 | 22 | 217 | 1 | 1 | 249 | 1 | 24 | 424 | 7 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 14 | 28 | 22 | 217 | 1 | 1 | 249 | 1 | 24 | 424 | 7 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 14 | 28 | 22 | 217 | 1 | 1 | 249 | 1 | 24 | 424 | 7 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|----|----|----|-----|---|---|-----|---|----|-----|---|
| AutoPCE: | 1 | 14 | 28 | 22 | 217 | 1 | 1 | 249 | 1 | 24 | 424 | 7 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 14 | 28 | 22 | 217 | 1 | 1 | 249 | 1 | 24 | 424 | 7 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 272 | 449 | 263 | 16 |
| MaxVolume: | 1053 | 958 | 1058 | 1191 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1053 | 958 | 1058 | 1191 |
| ApproachVol: | 43 | 240 | 251 | 455 |
| ApproachV/C: | 0.04 | 0.25 | 0.24 | 0.38 |
| ApproachDel: | 3.6 | 5.0 | 4.5 | 4.9 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.1 | 1.0 | 0.9 | 1.8 |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 26 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 50 | 0 | 58 | 0 | 0 | 0 | 0 | 2263 | 59 | 59 | 1926 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 50 | 0 | 58 | 0 | 0 | 0 | 0 | 2263 | 59 | 59 | 1926 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 50 | 0 | 58 | 0 | 0 | 0 | 0 | 2263 | 59 | 59 | 1926 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 50 | 0 | 58 | 0 | 0 | 0 | 0 | 2263 | 59 | 59 | 1926 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 50 | 0 | 58 | 0 | 0 | 0 | 0 | 2263 | 59 | 59 | 1926 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.44 | 0.03 | 0.03 | 0.38 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: A[9.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Table with 12 columns representing traffic volumes. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table with 12 columns representing critical gap and follow-up times. Rows include Critical Gap and FollowUpTim.

Table with 12 columns representing capacity and conflict. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with 12 columns representing level of service. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.2 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 41 | 0 | 46 | 6 | 283 | 0 | 0 | 359 | 16 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 41 | 0 | 46 | 6 | 283 | 0 | 0 | 359 | 16 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 41 | 0 | 46 | 6 | 283 | 0 | 0 | 359 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 41 | 0 | 46 | 6 | 283 | 0 | 0 | 359 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 41 | 0 | 46 | 6 | 283 | 0 | 0 | 359 | 16 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|----|---|----|---|-----|---|---|-----|----|
| AutoPCE: | 0 | 0 | 0 | 41 | 0 | 46 | 6 | 283 | 0 | 0 | 359 | 16 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 41 | 0 | 46 | 6 | 283 | 0 | 0 | 359 | 16 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 330 | 359 | 41 | 6 |
| MaxVolume: | xxxxxx | 1006 | 1178 | 1197 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1006 | 1178 | 1197 |
| ApproachVol: | xxxxxx | 87 | 289 | 375 |
| ApproachV/C: | 1.00 | 0.09 | 0.25 | 0.31 |
| ApproachDel: | xxxxxx | 3.9 | 4.0 | 4.4 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.3 | 1.0 | 1.4 |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different volume metrics and 4 columns for North, South, East, and West bounds.

Critical Gap Module: Table with 12 columns for gap metrics and 4 columns for North, South, East, and West bounds.

Capacity Module: Table with 12 columns for capacity metrics and 4 columns for North, South, East, and West bounds.

Level of Service Module: Table with 12 columns for LOS metrics and 4 columns for North, South, East, and West bounds.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: C

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes for "B" St and "LQ" St.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: D

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1630 | 70 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 162 | 7 | 0 | 366 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | Volume |
| 0.00 | 0.10 | 0.10 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.22 | V/C | | 0.00 | V/C | | 0.00 | 0.215 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.22 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.12 | |
| RTC | | 0.22 | RTC | | 0.22 | RTC | | 0.00 | RTC | | 0.09 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.22 | Addl ICU | | 0.00 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1452 | 248 | 1700 | 1700 | 0 | 0 | 0 | 0 | 850 | 0 | 850 | Total Saturation |
| 0 | 176 | 30 | 111 | 366 | 0 | 0 | 0 | 0 | 21 | 0 | 42 | Volume |
| 0.00 | 0.12 | 0.12 | 0.07 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.22 | V/C | | 0.00 | V/C | | 0.02 | 0.240 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.22 | RTOG | | -0.02 | RTOG | | 0.02 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.09 | |
| RTC | | 0.17 | RTC | | 0.23 | RTC | | -0.02 | RTC | | 0.10 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.23 | Addl ICU | | 0.02 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1629 | 71 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 42 | 45 | 280 | 0 | 0 | 343 | 15 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.03 | 0.16 | 0.00 | 0.00 | 0.21 | 0.21 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.21 | 0.237 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.24 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.03 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.05 | RTC | | 0.02 | RTC | | 0.24 | RTC | | 0.21 | |
| Addl ICU | | -0.05 | Addl ICU | | 0.00 | Addl ICU | | -0.24 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1682 | 18 | 31 | 1534 | 134 | Total Saturation |
| 7 | 30 | 22 | 14 | 7 | 14 | 45 | 280 | 3 | 7 | 343 | 30 | Volume |
| 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.02 | 0.03 | 0.17 | 0.17 | 0.22 | 0.22 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.02 | V/C | | 0.17 | V/C | | 0.22 | 0.406 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.02 | RTOG | | 0.02 | RTOG | | 0.17 | RTOG | | 0.36 | Right Turn Adjustment |
| RTOR | | 0.22 | RTOR | | 0.17 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.15 | RTC | | 0.14 | RTC | | 0.18 | RTC | | 0.38 | |
| Addl ICU | | -0.15 | Addl ICU | | -0.12 | Addl ICU | | -0.01 | Addl ICU | | -0.15 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.46 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 280 | 0 | 0 | 305 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | Volume |
| 0.00 | 0.16 | 0.00 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.00 | 0.179 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.18 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | |
| RTC | | 0.18 | RTC | | 0.18 | RTC | | 0.00 | RTC | | 0.01 | |
| Addl ICU | | -0.18 | Addl ICU | | -0.18 | Addl ICU | | 0.03 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.03 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.26 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1683 | 17 | 0 | 1368 | 332 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 89 | 293 | 3 | 0 | 305 | 74 | 105 | 14 | 28 | 7 | 45 | 0 | Volume |
| 0.05 | 0.17 | 0.17 | 0.00 | 0.22 | 0.22 | 0.06 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.05 | V/C | | 0.22 | V/C | | 0.06 | V/C | | 0.00 | 0.337 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.28 | RTOG | | 0.22 | RTOG | | 0.06 | RTOG | | -0.06 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.06 | RTOR | | 0.05 | RTOR | | 0.10 | |
| RTC | | 0.32 | RTC | | 0.27 | RTC | | 0.10 | RTC | | 0.01 | |
| Addl ICU | | -0.15 | Addl ICU | | -0.05 | Addl ICU | | -0.08 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.39 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 293 | 0 | 0 | 276 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.17 | 0.00 | 0.00 | 0.16 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.17 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.172 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.17 | RTOG | | 0.17 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.17 | RTC | | 0.17 | RTC | | 0.01 | RTC | | 0.00 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.04 | Addl ICU | | -0.01 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.22 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 2 | 3 | 0 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 3400 | 4304 | 796 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 1027 | 248 | 62 | 402 | 384 | 71 | 131 | 1048 | 524 | 270 | 964 | 170 | Volume |
| 0.30 | 0.07 | 0.04 | 0.12 | 0.09 | 0.09 | 0.04 | 0.21 | 0.31 | 0.08 | 0.19 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.30 | | V/C | 0.09 | | V/C | 0.21 | | V/C | 0.08 | | 0.676 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.27 | | RTOG | 0.09 | | RTOG | 0.21 | | RTOG | 0.25 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.10 | | RTOR | 0.30 | | RTOR | 0.32 | | |
| RTC | 0.33 | | RTC | 0.16 | | RTC | 0.43 | | RTC | 0.49 | | |
| Addl ICU | -0.30 | | Addl ICU | -0.07 | | Addl ICU | -0.12 | | Addl ICU | -0.39 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.73 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 163 | 773 | 313 | 384 | 1357 | 145 | 173 | 1598 | 322 | 312 | 1987 | 313 | Volume |
| 0.05 | 0.15 | 0.00 | 0.11 | 0.27 | 0.09 | 0.05 | 0.31 | 0.19 | 0.09 | 0.39 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.27 | | V/C | 0.05 | | V/C | 0.39 | | 0.755 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.20 | | RTOG | 0.27 | | RTOG | 0.35 | | RTOG | 0.39 | | Right Turn Adjustment |
| RTOR | 0.13 | | RTOR | 0.05 | | RTOR | 0.05 | | RTOR | 0.16 | | |
| RTC | 0.30 | | RTC | 0.30 | | RTC | 0.38 | | RTC | 0.51 | | |
| Addl ICU | -0.30 | | Addl ICU | -0.22 | | Addl ICU | -0.20 | | Addl ICU | -0.33 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 0.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 4247 | 853 | 3400 | 5100 | 1700 | 1700 | 850 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 177 | 816 | 164 | 83 | 1515 | 423 | 332 | 163 | 228 | 487 | 336 | 135 | Volume |
| 0.05 | 0.19 | 0.19 | 0.02 | 0.30 | 0.25 | 0.20 | 0.19 | 0.09 | 0.14 | 0.20 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.30 | | V/C | 0.20 | | V/C | 0.20 | | 0.742 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.32 | | RTOG | 0.30 | | RTOG | 0.25 | | RTOG | 0.20 | | Right Turn Adjustment |
| RTOR | 0.20 | | RTOR | 0.20 | | RTOR | 0.05 | | RTOR | 0.16 | | |
| RTC | 0.48 | | RTC | 0.44 | | RTC | 0.29 | | RTC | 0.32 | | |
| Addl ICU | -0.28 | | Addl ICU | -0.19 | | Addl ICU | -0.20 | | Addl ICU | -0.24 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.79 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 134 | 839 | 284 | 271 | 1717 | 363 | 265 | 563 | 145 | 647 | 850 | 92 | Volume |
| 0.04 | 0.16 | 0.17 | 0.08 | 0.25 | 0.21 | 0.08 | 0.17 | 0.09 | 0.19 | 0.25 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.04 | | V/C | 0.25 | | V/C | 0.17 | | V/C | 0.19 | | 0.648 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.21 | | RTOG | 0.25 | | RTOG | 0.17 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.19 | | RTOR | 0.11 | | RTOR | 0.04 | | RTOR | 0.13 | | |
| RTC | 0.35 | | RTC | 0.33 | | RTC | 0.20 | | RTC | 0.37 | | |
| Addl ICU | -0.19 | | Addl ICU | -0.12 | | Addl ICU | -0.11 | | Addl ICU | -0.32 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 261 | 0 | 442 | 0 | 0 | 0 | 0 | 830 | 738 | 479 | 1151 | 0 | Volume |
| 0.08 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.14 | 0.34 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.08 | V/C | | 0.00 | V/C | | 0.24 | V/C | | 0.14 | 0.462 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | -0.08 | RTOG | | 0.24 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.05 | RTOR | | 0.08 | RTOR | | 0.08 | |
| RTC | | 0.18 | RTC | | -0.04 | RTC | | 0.30 | RTC | | 0.44 | |
| Addl ICU | | -0.05 | Addl ICU | | 0.04 | Addl ICU | | -0.30 | Addl ICU | | -0.44 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.51 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 116 | 577 | 284 | 445 | 1027 | 123 | 274 | 1576 | 385 | 549 | 1571 | 162 | Volume |
| 0.03 | 0.11 | 0.08 | 0.13 | 0.30 | 0.07 | 0.08 | 0.23 | 0.23 | 0.16 | 0.31 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.03 | | V/C | 0.30 | | V/C | 0.23 | | V/C | 0.16 | | 0.729 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.21 | | RTOG | 0.30 | | RTOG | 0.23 | | RTOG | 0.31 | | |
| RTOR | 0.16 | | RTOR | 0.09 | | RTOR | 0.03 | | RTOR | 0.22 | | |
| RTC | 0.33 | | RTC | 0.37 | | RTC | 0.26 | | RTC | 0.48 | | |
| Addl ICU | -0.24 | | Addl ICU | -0.29 | | Addl ICU | -0.03 | | Addl ICU | -0.38 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 225 | 492 | 233 | 336 | 2455 | 103 | 157 | 348 | 669 | 518 | 900 | 352 | Volume |
| 0.07 | 0.10 | 0.00 | 0.10 | 0.48 | 0.06 | 0.05 | 0.07 | 0.00 | 0.15 | 0.18 | 0.21 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.48 | V/C | | 0.05 | V/C | | 0.18 | 0.770 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.45 | RTOG | | 0.48 | RTOG | | 0.07 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.05 | RTOR | | 0.07 | RTOR | | 0.45 | |
| RTC | | 0.56 | RTC | | 0.52 | RTC | | 0.12 | RTC | | 0.51 | |
| Addl ICU | | -0.56 | Addl ICU | | -0.46 | Addl ICU | | -0.12 | Addl ICU | | -0.31 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.82 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 1.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 1822 | 3278 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 292 | 1114 | 734 | 345 | 3521 | 402 | 144 | 259 | 362 | 637 | 308 | 423 | Volume |
| 0.09 | 0.16 | 0.43 | 0.10 | 0.52 | 0.24 | 0.08 | 0.08 | 0.11 | 0.19 | 0.12 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.09 | | V/C | 0.52 | | V/C | 0.08 | | V/C | 0.19 | | 0.870 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.50 | | RTOG | 0.52 | | RTOG | 0.08 | | RTOG | 0.19 | | Right Turn Adjustment |
| RTOR | 0.19 | | RTOR | 0.15 | | RTOR | 0.09 | | RTOR | 0.44 | | |
| RTC | 0.64 | | RTC | 0.63 | | RTC | 0.14 | | RTC | 0.52 | | |
| Addl ICU | -0.21 | | Addl ICU | -0.39 | | Addl ICU | -0.04 | | Addl ICU | -0.35 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.92 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 1428 | 95 | 594 | 3816 | 0 | 708 | 2 | 1201 | 0 | 0 | 0 | Volume |
| 0.00 | 0.21 | 0.06 | 0.17 | 0.56 | 0.00 | 0.17 | 0.00 | 0.47 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | N/A | | Initial ICU |
| V/C | 0.00 | | V/C | 0.56 | | V/C | 0.17 | | V/C | 0.00 | | 0.728 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.39 | | RTOG | 0.56 | | RTOG | 0.17 | | RTOG | -0.17 | | Right Turn Adjustment |
| RTOR | 0.17 | | RTOR | 0.17 | | RTOR | 0.00 | | RTOR | 0.35 | | |
| RTC | 0.51 | | RTC | 0.69 | | RTC | 0.17 | | RTC | 0.10 | | |
| Addl ICU | -0.46 | | Addl ICU | -0.69 | | Addl ICU | 0.30 | | Addl ICU | -0.10 | | |
| | 0.00 | | | 0.00 | | | 0.30 | | | 0.00 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 1.08 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4792 | 308 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 36 | 1324 | 85 | 95 | 4280 | 161 | 54 | 4 | 50 | 73 | 9 | 79 | Volume |
| 0.02 | 0.28 | 0.28 | 0.06 | 0.84 | 0.09 | 0.03 | 0.00 | 0.03 | 0.04 | 0.01 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.84 | V/C | | 0.00 | V/C | | 0.04 | 0.906 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.80 | RTOG | | 0.84 | RTOG | | 0.00 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.02 | RTOR | | 0.58 | |
| RTC | | 0.84 | RTC | | 0.87 | RTC | | 0.02 | RTC | | 0.45 | |
| Addl ICU | | -0.56 | Addl ICU | | -0.77 | Addl ICU | | 0.01 | Addl ICU | | -0.41 | |
| | | 0.00 | | | 0.00 | | | 0.01 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.97 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 133 | 921 | 184 | 1764 | 2108 | 452 | 122 | 152 | 114 | 72 | 234 | 368 | Volume |
| 0.08 | 0.18 | 0.11 | 0.52 | 0.41 | 0.27 | 0.04 | 0.09 | 0.07 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.18 | V/C | | 0.52 | V/C | | 0.04 | V/C | | 0.14 | 0.873 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.62 | RTOG | | 0.15 | RTOG | | 0.14 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.04 | RTOR | | 0.29 | RTOR | | 0.52 | |
| RTC | | 0.24 | RTC | | 0.65 | RTC | | 0.37 | RTC | | 0.53 | |
| Addl ICU | | -0.14 | Addl ICU | | -0.38 | Addl ICU | | -0.30 | Addl ICU | | -0.53 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.92 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 254 | 0 | 220 | 0 | 2071 | 235 | 204 | 1941 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.06 | 0.00 | 0.30 | 0.14 | 0.12 | 0.38 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.15 | V/C | | 0.30 | V/C | | 0.12 | 0.574 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.15 | RTOG | | 0.15 | RTOG | | 0.30 | RTOG | | 0.42 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.04 | RTOR | | 0.15 | RTOR | | 0.15 | |
| RTC | | -0.06 | RTC | | 0.18 | RTC | | 0.42 | RTC | | 0.54 | |
| Addl ICU | | 0.06 | Addl ICU | | -0.12 | Addl ICU | | -0.28 | Addl ICU | | -0.54 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.62 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4526 | 574 | Total Saturation |
| 66 | 0 | 129 | 0 | 0 | 0 | 0 | 2165 | 140 | 0 | 2121 | 269 | Volume |
| 0.04 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.64 | 0.00 | 0.00 | 0.47 | 0.47 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.64 | V/C | | 0.00 | 0.676 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | -0.04 | RTOG | | 0.64 | RTOG | | 0.64 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.17 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.04 | RTC | | 0.09 | RTC | | 0.67 | RTC | | 0.67 | |
| Addl ICU | | 0.04 | Addl ICU | | -0.09 | Addl ICU | | -0.67 | Addl ICU | | -0.20 | |
| | | 0.04 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.76 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 282 | 541 | 136 | 299 | 1556 | 644 | 705 | 1549 | 892 | 347 | 1307 | 276 | Volume |
| 0.08 | 0.11 | 0.00 | 0.09 | 0.31 | 0.00 | 0.14 | 0.30 | 0.52 | 0.10 | 0.26 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.31 | V/C | | 0.14 | V/C | | 0.26 | 0.780 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.30 | RTOG | | 0.31 | RTOG | | 0.29 | RTOG | | 0.26 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.14 | RTOR | | 0.08 | RTOR | | 0.28 | |
| RTC | | 0.37 | RTC | | 0.41 | RTC | | 0.35 | RTC | | 0.47 | |
| Addl ICU | | -0.37 | Addl ICU | | -0.41 | Addl ICU | | 0.17 | Addl ICU | | -0.31 | |
| | | 0.00 | | | 0.00 | | | 0.17 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 1.00 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|--|-------|-----------|-----------|-----------|-------|-----------|-------|-----------------------|--------------|------|--------------------|------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 4966 | 134 | 1700 | 764 | 936 | 1700 | 1700 | 1700 | Total Saturation |
| 141 | 1196 | 107 | 106 | 2078 | 56 | 22 | 111 | 136 | 264 | 104 | 226 | Volume |
| 0.08 | 0.23 | 0.00 | 0.06 | 0.42 | 0.42 | 0.01 | 0.15 | 0.15 | 0.16 | 0.06 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | Direction | SBT | Direction | EBT | Direction | WBL | Initial ICU | | | | |
| V/C | 0.08 | V/C | 0.42 | V/C | 0.15 | V/C | 0.16 | 0.802 | | | | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.44 | RTOG | 0.42 | RTOG | 0.15 | RTOG | 0.29 | Right Turn Adjustment | | | | |
| RTOR | 0.16 | RTOR | 0.24 | RTOR | 0.08 | RTOR | 0.27 | 0.00 | | | | |
| RTC | 0.56 | RTC | 0.60 | RTC | 0.21 | RTC | 0.49 | 0.00 | | | | |
| Addl ICU | -0.56 | Addl ICU | -0.18 | Addl ICU | -0.06 | Addl ICU | -0.35 | 0.00 | | | | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.85 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|------|-----------------------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 4919 | 181 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 163 | 1244 | 229 | 117 | 2144 | 79 | 13 | 12 | 29 | 399 | 42 | 110 | Volume |
| 0.10 | 0.24 | 0.00 | 0.03 | 0.44 | 0.44 | 0.01 | 0.01 | 0.00 | 0.12 | 0.02 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.10 | | V/C | 0.44 | | V/C | 0.01 | | V/C | 0.12 | | 0.656 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.50 | | RTOG | 0.44 | | RTOG | 0.01 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.12 | | RTOR | 0.10 | | RTOR | 0.10 | | RTOR | 0.29 | | |
| RTC | 0.59 | | RTC | 0.51 | | RTC | 0.08 | | RTC | 0.33 | | |
| Addl ICU | -0.59 | | Addl ICU | -0.07 | | Addl ICU | -0.08 | | Addl ICU | -0.27 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | | 0.71 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2719 | 681 | Total Saturation |
| 5 | 1045 | 166 | 119 | 1281 | 1026 | 549 | 215 | 11 | 229 | 403 | 101 | Volume |
| 0.00 | 0.20 | 0.00 | 0.04 | 0.25 | 0.00 | 0.16 | 0.06 | 0.01 | 0.07 | 0.15 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.25 | V/C | | 0.16 | V/C | | 0.15 | 0.564 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.25 | RTOG | | 0.24 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.16 | RTOR | | 0.00 | RTOR | | 0.05 | |
| RTC | | 0.40 | RTC | | 0.37 | RTC | | 0.24 | RTC | | 0.19 | |
| Addl ICU | | -0.40 | Addl ICU | | -0.37 | Addl ICU | | -0.24 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.61 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3905 | 345 | 0 | 1310 | 0 | 0 | 0 | 0 | 177 | 0 | 1330 | Volume |
| 0.00 | 0.57 | 0.00 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.26 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.57 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.10 | 0.678 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.57 | RTOG | | 0.57 | RTOG | | -0.10 | RTOG | | 0.10 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.10 | RTOR | | 0.32 | RTOR | | 0.00 | |
| RTC | | 0.65 | RTC | | 0.65 | RTC | | 0.13 | RTC | | 0.10 | |
| Addl ICU | | -0.65 | Addl ICU | | -0.65 | Addl ICU | | -0.13 | Addl ICU | | 0.16 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.16 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.89 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 1468 | 0 | 0 | 1103 | 432 | 2705 | 0 | 519 | 0 | 0 | 0 | Volume |
| 0.00 | 0.29 | 0.00 | 0.00 | 0.22 | 0.00 | 0.53 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.29 | V/C | | 0.00 | V/C | | 0.53 | V/C | | 0.00 | 0.818 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.29 | RTOG | | 0.29 | RTOG | | 0.53 | RTOG | | -0.53 | Right Turn Adjustment |
| RTOR | | 0.53 | RTOR | | 0.53 | RTOR | | 0.07 | RTOR | | 0.00 | |
| RTC | | 0.69 | RTC | | 0.69 | RTC | | 0.58 | RTC | | -0.53 | |
| Addl ICU | | -0.69 | Addl ICU | | -0.69 | Addl ICU | | -0.28 | Addl ICU | | 0.53 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.87 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 299 | 0 | 455 | 0 | 735 | 374 | 445 | 1334 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.18 | 0.00 | 0.13 | 0.00 | 0.22 | 0.22 | 0.13 | 0.39 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.39 | 0.568 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.18 | RTOG | | 0.18 | RTOG | | 0.26 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.00 | RTOR | | 0.18 | RTOR | | 0.18 | |
| RTC | | -0.04 | RTC | | 0.18 | RTC | | 0.39 | RTC | | 0.52 | |
| Addl ICU | | 0.04 | Addl ICU | | -0.04 | Addl ICU | | -0.17 | Addl ICU | | -0.52 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.62 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 279 | 0 | 613 | 0 | 0 | 0 | 0 | 1014 | 41 | 131 | 1499 | 0 | Volume |
| 0.08 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.08 | 0.44 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.08 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.44 | | 0.523 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.08 | | RTOG | -0.08 | | RTOG | 0.36 | | RTOG | 0.44 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.00 | | RTOR | 0.08 | | RTOR | 0.08 | | |
| RTC | 0.19 | | RTC | -0.08 | | RTC | 0.43 | | RTC | 0.50 | | |
| Addl ICU | -0.01 | | Addl ICU | 0.08 | | Addl ICU | -0.43 | | Addl ICU | -0.50 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.57 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 246 | 19 | 108 | 154 | 69 | 22 | 20 | 966 | 191 | 418 | 1370 | 24 | Volume |
| 0.14 | 0.01 | 0.06 | 0.09 | 0.02 | 0.01 | 0.01 | 0.28 | 0.11 | 0.25 | 0.40 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.14 | | V/C | 0.02 | | V/C | 0.28 | | V/C | 0.25 | | 0.695 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.07 | | RTOG | 0.02 | | RTOG | 0.28 | | RTOG | 0.52 | | Right Turn Adjustment |
| RTOR | 0.25 | | RTOR | 0.13 | | RTOR | 0.14 | | RTOR | 0.15 | | |
| RTC | 0.26 | | RTC | 0.12 | | RTC | 0.39 | | RTC | 0.63 | | |
| Addl ICU | -0.20 | | Addl ICU | -0.10 | | Addl ICU | -0.28 | | Addl ICU | -0.62 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.75 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 234 | 1466 | 850 | 381 | 1319 | Total Saturation |
| 71 | 113 | 2 | 79 | 503 | 196 | 26 | 8 | 50 | 1 | 28 | 97 | Volume |
| 0.08 | 0.07 | 0.00 | 0.09 | 0.30 | 0.23 | 0.03 | 0.03 | 0.03 | 0.00 | 0.07 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.30 | V/C | | 0.03 | V/C | | 0.07 | 0.484 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.29 | RTOG | | 0.30 | RTOG | | 0.10 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.03 | RTOR | | 0.08 | RTOR | | 0.31 | |
| RTC | | 0.34 | RTC | | 0.32 | RTC | | 0.17 | RTC | | 0.31 | |
| Addl ICU | | -0.34 | Addl ICU | | -0.09 | Addl ICU | | -0.13 | Addl ICU | | -0.23 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.53 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 148 | 54 | 69 | 306 | 402 | 653 | 176 | 1930 | 285 | 121 | 1786 | 83 | Volume |
| 0.04 | 0.02 | 0.04 | 0.18 | 0.12 | 0.00 | 0.05 | 0.38 | 0.17 | 0.04 | 0.35 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.12 | V/C | | 0.38 | V/C | | 0.04 | 0.576 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.02 | RTOG | | 0.12 | RTOG | | 0.38 | RTOG | | 0.36 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.06 | RTOR | | 0.04 | RTOR | | 0.15 | |
| RTC | | 0.01 | RTC | | 0.17 | RTC | | 0.41 | RTC | | 0.47 | |
| Addl ICU | | 0.03 | Addl ICU | | -0.17 | Addl ICU | | -0.24 | Addl ICU | | -0.42 | |
| | | 0.03 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.66 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3134 | 266 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3261 | 139 | Total Saturation |
| 164 | 59 | 5 | 30 | 349 | 919 | 553 | 460 | 607 | 25 | 587 | 25 | Volume |
| 0.05 | 0.02 | 0.02 | 0.02 | 0.10 | 0.54 | 0.16 | 0.14 | 0.36 | 0.01 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.10 | V/C | | 0.16 | V/C | | 0.18 | 0.494 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.10 | RTOG | | 0.33 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.16 | RTOR | | 0.05 | RTOR | | 0.13 | |
| RTC | | 0.29 | RTC | | 0.22 | RTC | | 0.36 | RTC | | 0.28 | |
| Addl ICU | | -0.27 | Addl ICU | | 0.32 | Addl ICU | | -0.01 | Addl ICU | | -0.10 | |
| | | 0.00 | | | 0.32 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.86 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 335 | 0 | 165 | 64 | 979 | 0 | 0 | 1149 | 152 | Volume |
| 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.10 | 0.04 | 0.29 | 0.00 | 0.00 | 0.34 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.10 | V/C | | 0.04 | V/C | | 0.34 | 0.474 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.10 | RTOG | | 0.10 | RTOG | | 0.38 | RTOG | | 0.34 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.04 | RTOR | | 0.10 | RTOR | | 0.10 | |
| RTC | | -0.03 | RTC | | 0.13 | RTC | | 0.45 | RTC | | 0.41 | |
| Addl ICU | | 0.03 | Addl ICU | | -0.03 | Addl ICU | | -0.45 | Addl ICU | | -0.32 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.52 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 136 | 0 | 69 | 0 | 0 | 0 | 0 | 2694 | 243 | 123 | 1829 | 0 | Volume |
| 0.08 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.53 | 0.14 | 0.07 | 0.36 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.08 | V/C | | 0.00 | V/C | | 0.53 | V/C | | 0.07 | 0.681 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | -0.08 | RTOG | | 0.53 | RTOG | | 0.60 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.24 | RTOR | | 0.08 | RTOR | | 0.08 | |
| RTC | | 0.13 | RTC | | 0.10 | RTC | | 0.59 | RTC | | 0.66 | |
| Addl ICU | | -0.09 | Addl ICU | | -0.10 | Addl ICU | | -0.45 | Addl ICU | | -0.66 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.73 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 128 | 348 | 97 | 298 | 561 | 395 | 207 | 508 | 108 | 161 | 1027 | 318 | Volume |
| 0.08 | 0.10 | 0.06 | 0.09 | 0.17 | 0.23 | 0.06 | 0.15 | 0.06 | 0.05 | 0.30 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.08 | | V/C | 0.17 | | V/C | 0.06 | | V/C | 0.30 | | 0.603 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.15 | | RTOG | 0.17 | | RTOG | 0.32 | | RTOG | 0.30 | | Right Turn Adjustment |
| RTOR | 0.21 | | RTOR | 0.06 | | RTOR | 0.08 | | RTOR | 0.14 | | |
| RTC | 0.31 | | RTC | 0.21 | | RTC | 0.37 | | RTC | 0.41 | | |
| Addl ICU | -0.26 | | Addl ICU | 0.02 | | Addl ICU | -0.31 | | Addl ICU | -0.22 | | |
| | 0.00 | | | 0.02 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 640 | 480 | 238 | 116 | 362 | 319 | 249 | 1088 | 373 | 171 | 1315 | 111 | Volume |
| 0.19 | 0.14 | 0.14 | 0.07 | 0.11 | 0.19 | 0.07 | 0.21 | 0.00 | 0.05 | 0.26 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.19 | V/C | | 0.11 | V/C | | 0.07 | V/C | | 0.26 | 0.626 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.11 | RTOG | | 0.28 | RTOG | | 0.26 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.07 | RTOR | | 0.19 | RTOR | | 0.15 | |
| RTC | | 0.31 | RTC | | 0.16 | RTC | | 0.42 | RTC | | 0.37 | |
| Addl ICU | | -0.17 | Addl ICU | | 0.03 | Addl ICU | | -0.42 | Addl ICU | | -0.31 | |
| | | 0.00 | | | 0.03 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 1700 | 6493 | 2007 | 3400 | 1700 | 3400 | 3400 | 2600 | 800 | Total Saturation |
| 1022 | 2989 | 33 | 22 | 2472 | 764 | 281 | 20 | 323 | 4 | 13 | 4 | Volume |
| 0.30 | 0.44 | 0.02 | 0.01 | 0.38 | 0.38 | 0.08 | 0.01 | 0.10 | 0.00 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.30 | | V/C | 0.38 | | V/C | 0.08 | | V/C | 0.01 | | 0.769 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.67 | | RTOG | 0.38 | | RTOG | 0.09 | | RTOG | 0.01 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.08 | | RTOR | 0.30 | | RTOR | 0.24 | | |
| RTC | 0.73 | | RTC | 0.44 | | RTC | 0.31 | | RTC | 0.19 | | |
| Addl ICU | -0.71 | | Addl ICU | -0.06 | | Addl ICU | -0.22 | | Addl ICU | -0.18 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.82 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 110 | 1590 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 326 | 5 | 72 | 69 | 76 | 310 | 16 | 1076 | 129 | 42 | 1422 | 0 | Volume |
| 0.10 | 0.05 | 0.05 | 0.04 | 0.04 | 0.18 | 0.01 | 0.32 | 0.08 | 0.02 | 0.42 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.10 | V/C | | 0.04 | V/C | | 0.01 | V/C | | 0.42 | 0.568 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.04 | RTOG | | 0.40 | RTOG | | 0.42 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.01 | RTOR | | 0.10 | RTOR | | 0.10 | |
| RTC | | 0.18 | RTC | | 0.05 | RTC | | 0.47 | RTC | | 0.49 | |
| Addl ICU | | -0.14 | Addl ICU | | 0.13 | Addl ICU | | -0.40 | Addl ICU | | -0.49 | |
| | | 0.00 | | | 0.13 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.75 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 61 | 60 | 138 | 440 | 90 | 195 | 102 | 2201 | 42 | 83 | 1748 | 204 | Volume |
| 0.04 | 0.04 | 0.08 | 0.13 | 0.05 | 0.11 | 0.06 | 0.43 | 0.02 | 0.05 | 0.34 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.13 | V/C | | 0.43 | V/C | | 0.05 | 0.645 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.13 | RTOG | | 0.43 | RTOG | | 0.42 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.14 | RTOR | | 0.11 | RTOR | | 0.13 | |
| RTC | | 0.07 | RTC | | 0.23 | RTC | | 0.52 | RTC | | 0.52 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.12 | Addl ICU | | -0.49 | Addl ICU | | -0.40 | |
| | | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2521 | 879 | 1700 | 3351 | 49 | 1700 | 328 | 1372 | 1700 | 1214 | 486 | Total Saturation |
| 18 | 152 | 53 | 2 | 612 | 9 | 13 | 16 | 67 | 149 | 10 | 4 | Volume |
| 0.01 | 0.06 | 0.06 | 0.00 | 0.18 | 0.18 | 0.01 | 0.05 | 0.05 | 0.09 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.18 | V/C | | 0.05 | V/C | | 0.09 | 0.330 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.18 | RTOG | | 0.05 | RTOG | | 0.13 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.13 | RTOR | | 0.01 | RTOR | | 0.13 | |
| RTC | | 0.26 | RTC | | 0.28 | RTC | | 0.06 | RTC | | 0.23 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.10 | Addl ICU | | -0.01 | Addl ICU | | -0.22 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | Total Saturation |
| 134 | 229 | 150 | 1 | 896 | 30 | 4 | 33 | 69 | 265 | 95 | 2 | Volume |
| 0.16 | 0.13 | 0.18 | 0.00 | 0.53 | 0.04 | 0.00 | 0.02 | 0.08 | 0.31 | 0.06 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.16 | V/C | | 0.53 | V/C | | 0.02 | V/C | | 0.31 | 1.016 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.68 | RTOG | | 0.53 | RTOG | | 0.02 | RTOG | | 0.33 | Right Turn Adjustment |
| RTOR | | 0.31 | RTOR | | 0.28 | RTOR | | 0.16 | RTOR | | 0.55 | |
| RTC | | 0.92 | RTC | | 0.73 | RTC | | 0.14 | RTC | | 0.74 | |
| Addl ICU | | -0.74 | Addl ICU | | -0.70 | Addl ICU | | -0.06 | Addl ICU | | -0.74 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 1.07 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2847 | 553 | 1700 | 2578 | 822 | 1700 | 213 | 1488 | 1700 | 1496 | 204 | Total Saturation |
| 14 | 144 | 28 | 2 | 612 | 195 | 17 | 6 | 42 | 58 | 22 | 3 | Volume |
| 0.01 | 0.05 | 0.05 | 0.00 | 0.24 | 0.24 | 0.01 | 0.03 | 0.03 | 0.03 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.01 | V/C | | 0.24 | V/C | | 0.03 | V/C | | 0.03 | 0.308 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.24 | RTOG | | 0.03 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.05 | RTOR | | 0.01 | RTOR | | 0.20 | |
| RTC | | 0.27 | RTC | | 0.27 | RTC | | 0.03 | RTC | | 0.20 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.04 | Addl ICU | | -0.01 | Addl ICU | | -0.18 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.36 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 567 | 1133 | 850 | 1692 | 8 | 850 | 1693 | 7 | 850 | 1672 | 28 | Total Saturation |
| 1 | 14 | 28 | 22 | 217 | 1 | 1 | 249 | 1 | 24 | 424 | 7 | Volume |
| 0.00 | 0.02 | 0.02 | 0.03 | 0.13 | 0.13 | 0.00 | 0.15 | 0.15 | 0.03 | 0.25 | 0.25 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.25 | 0.384 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.13 | RTOG | | 0.23 | RTOG | | 0.25 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.10 | |
| RTC | | 0.18 | RTC | | 0.13 | RTC | | 0.23 | RTC | | 0.33 | |
| Addl ICU | | -0.16 | Addl ICU | | 0.00 | Addl ICU | | -0.08 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.43 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 50 | 0 | 58 | 0 | 0 | 0 | 0 | 2263 | 59 | 59 | 1926 | 0 | Volume |
| 0.03 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.44 | 0.03 | 0.03 | 0.38 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.00 | V/C | | 0.44 | V/C | | 0.03 | 0.508 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | -0.03 | RTOG | | 0.44 | RTOG | | 0.48 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.10 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.06 | RTC | | 0.05 | RTC | | 0.47 | RTC | | 0.50 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.05 | Addl ICU | | -0.43 | Addl ICU | | -0.50 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.56 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 8 | 33 | 0 | 0 | 97 | 139 | 14 | 0 | 22 | 0 | 0 | 0 | Volume |
| 0.00 | 0.02 | 0.00 | 0.00 | 0.06 | 0.08 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.01 | V/C | | 0.00 | 0.070 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.06 | RTOG | | 0.06 | RTOG | | 0.01 | RTOG | | -0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.04 | |
| RTC | | 0.07 | RTC | | 0.06 | RTC | | 0.01 | RTC | | 0.02 | |
| Addl ICU | | -0.07 | Addl ICU | | 0.02 | Addl ICU | | 0.00 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.02 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.14 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 35 | 1665 | 0 | 0 | 1627 | 73 | Total Saturation |
| 0 | 0 | 0 | 41 | 0 | 46 | 6 | 283 | 0 | 0 | 359 | 16 | Volume |
| 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.05 | 0.17 | 0.17 | 0.00 | 0.00 | 0.22 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.17 | V/C | | 0.22 | 0.439 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.05 | RTOG | | 0.05 | RTOG | | 0.39 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.22 | RTOR | | 0.17 | RTOR | | 0.05 | RTOR | | 0.05 | |
| RTC | | 0.12 | RTC | | 0.18 | RTC | | 0.43 | RTC | | 0.26 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.12 | Addl ICU | | -0.43 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.49 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1685 | 15 | Total Saturation |
| 0 | 0 | 0 | 7 | 0 | 3 | 12 | 337 | 0 | 0 | 336 | 3 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.20 | 0.00 | 0.00 | 0.20 | 0.20 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.01 | V/C | | 0.20 | 0.215 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.01 | RTOG | | 0.21 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.00 | RTC | | 0.01 | RTC | | 0.21 | RTC | | 0.21 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.01 | Addl ICU | | -0.21 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.26 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 57 | 8 | 75 | 181 | 36 | 139 | 42 | 2717 | 42 | 52 | 1851 | 26 | Volume |
| 0.03 | 0.00 | 0.04 | 0.11 | 0.02 | 0.08 | 0.02 | 0.53 | 0.02 | 0.03 | 0.36 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.11 | V/C | | 0.53 | V/C | | 0.03 | 0.675 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.08 | RTOG | | 0.53 | RTOG | | 0.54 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.20 | RTOR | | 0.09 | RTOR | | 0.11 | |
| RTC | | 0.03 | RTC | | 0.23 | RTC | | 0.60 | RTC | | 0.62 | |
| Addl ICU | | 0.02 | Addl ICU | | -0.15 | Addl ICU | | -0.58 | Addl ICU | | -0.60 | |
| | | 0.02 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.74 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1446 | 254 | 1700 | 1602 | 98 | 1700 | 1481 | 219 | 1700 | 1285 | 415 | Total Saturation |
| 19 | 125 | 22 | 78 | 115 | 7 | 23 | 277 | 41 | 10 | 313 | 101 | Volume |
| 0.01 | 0.09 | 0.09 | 0.05 | 0.07 | 0.07 | 0.01 | 0.19 | 0.19 | 0.01 | 0.24 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.09 | V/C | | 0.05 | V/C | | 0.01 | V/C | | 0.24 | 0.389 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.12 | RTOG | | 0.25 | RTOG | | 0.24 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.01 | RTOR | | 0.06 | RTOR | | 0.05 | |
| RTC | | 0.14 | RTC | | 0.13 | RTC | | 0.30 | RTC | | 0.28 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.06 | Addl ICU | | -0.11 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.44 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1015 | 685 | 1700 | 1700 | 1700 | 1700 | 3252 | 148 | 1700 | 3400 | 1700 | Total Saturation |
| 100 | 37 | 25 | 130 | 57 | 528 | 151 | 858 | 39 | 12 | 999 | 39 | Volume |
| 0.06 | 0.04 | 0.04 | 0.08 | 0.03 | 0.31 | 0.09 | 0.26 | 0.26 | 0.01 | 0.29 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.08 | V/C | | 0.09 | V/C | | 0.29 | 0.496 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.05 | RTOG | | 0.38 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.09 | RTOR | | 0.08 | RTOR | | 0.08 | |
| RTC | | 0.13 | RTC | | 0.12 | RTC | | 0.44 | RTC | | 0.35 | |
| Addl ICU | | -0.09 | Addl ICU | | 0.19 | Addl ICU | | -0.17 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.19 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.74 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 712 | 988 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 98 | 14 | 213 | 165 | 36 | 50 | 23 | 2724 | 297 | 137 | 1802 | 60 | Volume |
| 0.06 | 0.01 | 0.13 | 0.10 | 0.05 | 0.05 | 0.01 | 0.53 | 0.17 | 0.04 | 0.35 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.01 | | V/C | 0.10 | | V/C | 0.53 | | V/C | 0.04 | | 0.680 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.01 | | RTOG | 0.05 | | RTOG | 0.53 | | RTOG | 0.56 | | Right Turn Adjustment |
| RTOR | 0.04 | | RTOR | 0.22 | | RTOR | 0.05 | | RTOR | 0.10 | | |
| RTC | 0.04 | | RTC | 0.21 | | RTC | 0.58 | | RTC | 0.63 | | |
| Addl ICU | 0.09 | | Addl ICU | -0.16 | | Addl ICU | -0.40 | | Addl ICU | -0.60 | | |
| | 0.09 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.82 |

INTERSECTION ANALYSIS WORKSHEETS

**POST YEAR 2035 – WITH PROJECT
2012 MODIFIED PROJECT OPTION 2
PM PEAK HOUR**

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Impact Analysis Report
 Level Of Service

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|------|-------------|---------|--------|-------------|---------|--------------|
| | LOS | Del/ Veh | V/ C | LOS | Del/ Veh | V/ C | |
| # 1 "B" St & Driveway 1 | A | 9.7 | 0.005 | A | 9.7 | 0.005 | + 0.000 D/V |
| # 2 "B" St & Driveway 2 | B | 10.5 | 0.024 | B | 10.5 | 0.024 | + 0.000 D/V |
| # 3 Driveway 3 & "LQ" St | A | 10.0 | 0.028 | A | 10.0 | 0.028 | + 0.000 D/V |
| # 4 Driveway 4 & "LQ" St | B | 13.5 | 0.020 | B | 13.5 | 0.020 | + 0.000 D/V |
| # 5 "LQ" St & Driveway 5 | A | 9.9 | 0.038 | A | 9.9 | 0.038 | + 0.000 D/V |
| # 6 "LQ" St & Driveway 6 | B | 14.7 | 0.138 | B | 14.7 | 0.138 | + 0.000 D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 D/V |
| #282 Jeffrey Rd & Portola Pkwy | D | xxxxxx | 0.817 | D | xxxxxx | 0.817 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxxx | 0.970 | E | xxxxxx | 0.970 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | C | xxxxxx | 0.798 | C | xxxxxx | 0.798 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | D | xxxxxx | 0.897 | D | xxxxxx | 0.897 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | B | xxxxxx | 0.636 | B | xxxxxx | 0.636 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | D | xxxxxx | 0.812 | D | xxxxxx | 0.812 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | D | xxxxxx | 0.890 | D | xxxxxx | 0.890 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | C | 33.3 | 0.958 | C | 33.3 | 0.958 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 19.1 | 0.892 | B | 19.1 | 0.892 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxxx | 1.209 | F | xxxxxx | 1.209 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | A | 7.4 | 0.567 | A | 7.4 | 0.567 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 17.4 | 0.881 | B | 17.4 | 0.881 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | F | xxxxxx | 1.015 | F | xxxxxx | 1.015 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | C | xxxxxx | 0.715 | C | xxxxxx | 0.715 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx | 0.577 | A | xxxxxx | 0.577 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | C | xxxxxx | 0.800 | C | xxxxxx | 0.800 | + 0.000 V/C |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|-------------|-----------|-------|-------------|-----------|-------|--------------|
| | Del/ LOS | V/ Veh | C | Del/ LOS | V/ Veh | C | |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | A | 7.5 | 0.593 | A | 7.5 | 0.593 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 23.0 | 0.855 | C | 23.0 | 0.855 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | F | xxxxxx | 1.006 | F | xxxxxx | 1.006 | + 0.000 V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 12.8 | 0.563 | B | 12.8 | 0.563 | + 0.000 D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | C | 20.8 | 0.605 | C | 20.8 | 0.605 | + 0.000 D/V |
| #556 Ridge Valley & Portola Pkwy | D | xxxxxx | 0.899 | D | xxxxxx | 0.899 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 2.8 | 0.264 | A | 2.8 | 0.264 | + 0.000 V/C |
| #558 "O" St & Irvine Blvd | D | xxxxxx | 0.881 | D | xxxxxx | 0.881 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | C | xxxxxx | 0.715 | C | xxxxxx | 0.715 | + 0.000 V/C |
| #560 "O" St & Marine Wy | C | xxxxxx | 0.729 | C | xxxxxx | 0.729 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | C | xxxxxx | 0.759 | C | xxxxxx | 0.759 | + 0.000 V/C |
| #566 Marine Wy & Barranca Pkwy | B | xxxxxx | 0.668 | B | xxxxxx | 0.668 | + 0.000 V/C |
| #567 Marine Wy & Alton Pkwy | B | xxxxxx | 0.663 | B | xxxxxx | 0.663 | + 0.000 V/C |
| #569 Bake Pkwy & Marine Wy | D | xxxxxx | 0.828 | D | xxxxxx | 0.828 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | B | xxxxxx | 0.657 | B | xxxxxx | 0.657 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | D | xxxxxx | 0.849 | D | xxxxxx | 0.849 | + 0.000 V/C |
| #603 "O" St & "LN" St | A | xxxxxx | 0.320 | A | xxxxxx | 0.320 | + 0.000 V/C |
| #605 "O" St & "LQ" St | A | 3.4 | 0.464 | A | 3.4 | 0.464 | + 0.000 V/C |
| #608 "O" St & "LV" St | A | xxxxxx | 0.376 | A | xxxxxx | 0.376 | + 0.000 V/C |
| #626 "LY" St & "LQ" St | A | 4.7 | 0.372 | A | 4.7 | 0.372 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | B | xxxxxx | 0.637 | B | xxxxxx | 0.637 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A | 9.6 | 0.098 | A | 9.6 | 0.098 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A | 4.4 | 0.351 | A | 4.4 | 0.351 | + 0.000 V/C |
| #787 "Z" St & "LQ" St | B | 13.2 | 0.015 | B | 13.2 | 0.015 | + 0.000 D/V |
| #790 "Z" St & Irvine Blvd | C | xxxxxx | 0.778 | C | xxxxxx | 0.778 | + 0.000 V/C |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #798 "B" St & "LQ" St | A xxxxx | 0.406 | A xxxxx | 0.406 | + 0.000 V/C |
| #799 "B" St & Marine Wy | D xxxxx | 0.819 | D xxxxx | 0.819 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | C xxxxx | 0.800 | C xxxxx | 0.800 | + 0.000 V/C |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Signal Warrant Summary Report

| Intersection | Base Met | Future Met |
|---------------------------|-------------|-------------|
| | [Del / Vol] | [Del / Vol] |
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 269 | 2 | 0 | 366 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 9.7 | | | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=4]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=641]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 269 | 2 | 0 | 366 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | | |
| Major Street Volume: | 637 | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 4 | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 340 | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|----|---|----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 159 | 6 | 24 | 366 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 21 | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 10.5 | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=32]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=587]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|----|-----|---|------------|---|---|---|------------|---|---|----|---|---|----|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 159 | | 6 | | 24 | 366 | | 0 | | 0 | 0 | | 0 | | 11 | 0 | | 21 | |
| Major Street Volume: | | | | | 555 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 32 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 488 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|----|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 10 | 358 | 0 | 0 | 0 | 0 | 298 | 3 | 0 | 0 |
| ApproachDel: | xxxxxx | | | | 10.0 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=21]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=690]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|-----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | | 10 | 358 | 0 | | | 0 | 298 | 3 | | |
| Major Street Volume: | | | | | | | | | | | 669 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 21 | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | 423 | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Lanes, Final Volume, and Approach Del.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=712]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=19]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=712]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | |
|----------------------------------|-------------|---|---|-------------|---|---|--------------|-----|---|--------------|-----|----|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 2 | 3 | 3 | 7 | 5 | 7 | 10 | 358 | 4 | 5 | 298 | 10 | | | | |
| Major Street Volume: | 685 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 19 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 415 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 358 | 0 | 0 | 287 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.9 | | | xxxxxx | | | | | | | | | | |

 Approach[eastbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=29]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=674]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|---|---|-----|------------|---|-----|---|------------|---|-----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 358 | | 0 | 0 | | 287 | | 0 | 0 | | 0 | | 29 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | | | | | | | 645 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | | | | | 29 | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | | | | | 336 | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|----|------------|---|---|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 14 | 284 | 4 | 0 | 287 | 24 | 55 | 9 | 9 | 2 | 6 | 0 | | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 14.7 | | | 14.2 | | | | | | | | |

 Approach[eastbound][lanes=2][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.3]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=73]
 FAIL - Approach volume less than 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=694]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

 Approach[westbound][lanes=2][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=8]
 FAIL - Approach volume less than 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=694]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|----|------------|---|---|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 14 | 284 | 4 | 0 | 287 | 24 | 55 | 9 | 9 | 2 | 6 | 0 | | | | | | |
| Major Street Volume: | 613 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 73 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 585 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 284 | 0 | 0 | 278 | 48 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------------------|--------------|-----|---|--------------|-----|----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 284 | 0 | 0 | 278 | 48 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | 610 | | | | | | | | | | | |
| Minor Approach Volume: | 0 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 455 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|-----|---|--------------|----|----|------------|---|----|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 69 | 145 | 0 | 0 | 98 | 24 | 24 | 0 | 94 | 0 | 0 | 0 | 0 | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.6 | | | xxxxxx | | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=118]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=454]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|----|----|------------|---|-----|---|------------|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| FinalVolume: | 69 | 145 | 0 | 0 | 0 | 0 | 98 | 24 | 24 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | | | | | | | | | | | 336 | | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 118 | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | 843 | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
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Peak Hour Delay Signal Warrant Report

 Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 19 | 384 | 0 | 0 | 0 | 0 | 334 | 2 | 0 | 2 |
| ApproachDel: | xxxxxx | | | | 13.2 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=3]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=742]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|---|--------------|---|---|---|---|-----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | | 0 | | 0 | 2 | | 0 | | 1 | 19 | | 384 | | 0 | 0 | | 334 | | 2 |
| Major Street Volume: | | | | | 739 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 3 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 389 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.7]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0-1).

Volume Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Critical Gp, FollowUpTim.

Capacity Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for 2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B [10.5]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 0 1 0, etc.)

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 rows for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for gap components (Critical Gp, FollowUpTim) and 4 rows for North, South, East, West bounds.

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 rows for North, South, East, West bounds.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 rows for North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[10.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 13 columns representing different traffic volumes and adjustment factors.

Critical Gap Module table with 13 columns showing critical gap and follow-up time values.

Capacity Module table with 13 columns showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module table with 13 columns showing delay, LOS, and approach delay values.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[13.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns for gap and follow-up time. Rows include Critical Gap and FollowUpTim.

Capacity Module: Table with 12 columns for capacity and volume/capacity. Rows include Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns for LOS and delay. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Critical Gp, FollowUpTim.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[14.7]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 0 1 0).

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 12 rows for different approaches.

Critical Gap Module: Table with 12 columns for critical gap and follow-up time components and 2 rows for different approaches.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) and 2 rows for different approaches.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 2 rows for different approaches.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 7 rows of volume-related metrics.

Critical Gap Module table with 12 columns and 2 rows of critical gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity-related metrics.

Level of Service Module table with 12 columns and 8 rows of level of service and delay data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.817
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with 13 columns for saturation flow parameters like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis parameters like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.970
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 163 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 451 | 999 | 413 | 310 | 628 | 225 | 126 | 1495 | 297 | 303 | 2027 | 437 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 451 | 999 | 413 | 310 | 628 | 225 | 126 | 1495 | 297 | 303 | 2027 | 437 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 451 | 999 | 0 | 310 | 628 | 225 | 126 | 1495 | 297 | 303 | 2027 | 437 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 451 | 999 | 0 | 310 | 628 | 225 | 126 | 1495 | 297 | 303 | 2027 | 437 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 451 | 999 | 0 | 310 | 628 | 225 | 126 | 1495 | 297 | 303 | 2027 | 437 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.50 | 0.50 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4255 | 845 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.20 | 0.00 | 0.09 | 0.12 | 0.13 | 0.04 | 0.35 | 0.35 | 0.09 | 0.60 | 0.26 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 51 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | |
| Rights: | Include | | | Include | | | Include | | | WideBypass | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 371 | 1451 | 422 | 85 | 862 | 289 | 271 | 246 | 247 | 227 | 224 | 109 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 371 | 1451 | 422 | 85 | 862 | 289 | 271 | 246 | 247 | 227 | 224 | 109 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 371 | 1451 | 422 | 85 | 862 | 289 | 271 | 246 | 247 | 227 | 224 | 109 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 371 | 1451 | 422 | 85 | 862 | 289 | 271 | 246 | 247 | 227 | 224 | 109 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 371 | 1451 | 422 | 85 | 862 | 289 | 271 | 246 | 247 | 227 | 224 | 109 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.32 | 0.68 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.67 | 0.33 |
| Final Sat.: | 3400 | 3951 | 1149 | 3400 | 5100 | 1700 | 1700 | 1697 | 1703 | 3400 | 1144 | 556 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.11 | 0.37 | 0.37 | 0.03 | 0.17 | 0.17 | 0.16 | 0.15 | 0.14 | 0.07 | 0.20 | 0.20 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.897
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 85 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 241 | 2077 | 501 | 106 | 1100 | 166 | 395 | 666 | 169 | 264 | 660 | 279 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 241 | 2077 | 501 | 106 | 1100 | 166 | 395 | 666 | 169 | 264 | 660 | 279 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 241 | 2077 | 501 | 106 | 1100 | 166 | 395 | 666 | 169 | 264 | 660 | 279 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 241 | 2077 | 501 | 106 | 1100 | 166 | 395 | 666 | 169 | 264 | 660 | 279 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 241 | 2077 | 501 | 106 | 1100 | 166 | 395 | 666 | 169 | 264 | 660 | 279 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.42 | 0.58 | 2.00 | 4.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 4109 | 991 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.51 | 0.51 | 0.03 | 0.16 | 0.10 | 0.12 | 0.20 | 0.10 | 0.08 | 0.19 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 650 | 0 | 417 | 0 | 0 | 0 | 0 | 908 | 256 | 433 | 1031 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 650 | 0 | 417 | 0 | 0 | 0 | 0 | 908 | 256 | 433 | 1031 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 650 | 0 | 417 | 0 | 0 | 0 | 0 | 908 | 0 | 433 | 1031 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 650 | 0 | 417 | 0 | 0 | 0 | 0 | 908 | 0 | 433 | 1031 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 650 | 0 | 417 | 0 | 0 | 0 | 0 | 908 | 0 | 433 | 1031 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.19 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.00 | 0.13 | 0.30 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.812
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 55 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 540 | 847 | 490 | 127 | 574 | 249 | 194 | 1225 | 187 | 446 | 1926 | 478 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 540 | 847 | 490 | 127 | 574 | 249 | 194 | 1225 | 187 | 446 | 1926 | 478 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 540 | 847 | 490 | 127 | 574 | 249 | 194 | 1225 | 187 | 446 | 1926 | 478 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 540 | 847 | 490 | 127 | 574 | 249 | 194 | 1225 | 187 | 446 | 1926 | 478 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 540 | 847 | 490 | 127 | 574 | 249 | 194 | 1225 | 187 | 446 | 1926 | 478 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.16 | 0.17 | 0.14 | 0.04 | 0.17 | 0.15 | 0.06 | 0.18 | 0.11 | 0.13 | 0.38 | 0.28 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.890 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 81 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 1 | |
| | 0 | 1 | | 2 | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 2 |

| | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 724 | 2135 | 512 | 416 | 817 | 168 | 186 | 591 | 236 | 413 | 476 | 415 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 724 | 2135 | 512 | 416 | 817 | 168 | 186 | 591 | 236 | 413 | 476 | 415 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 724 | 2135 | 0 | 416 | 817 | 168 | 186 | 591 | 0 | 413 | 476 | 415 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 724 | 2135 | 0 | 416 | 817 | 168 | 186 | 591 | 0 | 413 | 476 | 415 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 724 | 2135 | 0 | 416 | 817 | 168 | 186 | 591 | 0 | 413 | 476 | 415 |

| | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

| | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.42 | 0.00 | 0.12 | 0.16 | 0.10 | 0.05 | 0.12 | 0.00 | 0.12 | 0.14 | 0.24 |
| Crit Moves: | **** | | | **** | | | **** | | | | | **** |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 0 Average Delay (sec/veh): 33.3
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.892
Loss Time (sec): 0 Average Delay (sec/veh): 19.1
Optimal Cycle: 180 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.209
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 0 Average Delay (sec/veh): 7.4
Optimal Cycle: 53 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.881
Loss Time (sec): 0 Average Delay (sec/veh): 17.4
Optimal Cycle: 180 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.015
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 811 | 1351 | 239 | 250 | 765 | 870 | 685 | 1084 | 375 | 185 | 1915 | 366 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 811 | 1351 | 239 | 250 | 765 | 870 | 685 | 1084 | 375 | 185 | 1915 | 366 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 811 | 1351 | 0 | 250 | 765 | 0 | 685 | 1084 | 375 | 185 | 1915 | 366 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 811 | 1351 | 0 | 250 | 765 | 0 | 685 | 1084 | 375 | 185 | 1915 | 366 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 811 | 1351 | 0 | 250 | 765 | 0 | 685 | 1084 | 375 | 185 | 1915 | 366 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.24 | 0.26 | 0.00 | 0.07 | 0.15 | 0.00 | 0.20 | 0.21 | 0.22 | 0.05 | 0.38 | 0.22 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.715 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 39 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 114 | 2083 | 288 | 57 | 1100 | 69 | 45 | 75 | 165 | 139 | 97 | 150 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 114 | 2083 | 288 | 57 | 1100 | 69 | 45 | 75 | 165 | 139 | 97 | 150 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 114 | 2083 | 0 | 57 | 1100 | 69 | 45 | 75 | 165 | 139 | 97 | 150 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 114 | 2083 | 0 | 57 | 1100 | 69 | 45 | 75 | 165 | 139 | 97 | 150 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 114 | 2083 | 0 | 57 | 1100 | 69 | 45 | 75 | 165 | 139 | 97 | 150 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.82 | 0.18 | 1.00 | 0.31 | 0.69 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 4799 | 301 | 1700 | 531 | 1169 | 1700 | 1700 | 1700 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.07 | 0.41 | 0.00 | 0.03 | 0.23 | 0.23 | 0.03 | 0.14 | 0.14 | 0.08 | 0.06 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.577 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 28 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 20 | 2027 | 338 | 80 | 1712 | 9 | 45 | 23 | 138 | 317 | 14 | 136 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 2027 | 338 | 80 | 1712 | 9 | 45 | 23 | 138 | 317 | 14 | 136 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 2027 | 0 | 80 | 1712 | 9 | 45 | 23 | 0 | 317 | 14 | 136 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 2027 | 0 | 80 | 1712 | 9 | 45 | 23 | 0 | 317 | 14 | 136 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 20 | 2027 | 0 | 80 | 1712 | 9 | 45 | 23 | 0 | 317 | 14 | 136 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.98 | 0.02 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5073 | 27 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.40 | 0.00 | 0.02 | 0.34 | 0.34 | 0.03 | 0.01 | 0.00 | 0.09 | 0.01 | 0.08 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.800 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 52 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 1 | 1 |
| | 0 | | 1 | | | 1 | 2 | 0 | 1 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 20 | 1126 | 404 | 158 | 1185 | 703 | 1040 | 515 | 6 | 210 | 429 | 172 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 1126 | 404 | 158 | 1185 | 703 | 1040 | 515 | 6 | 210 | 429 | 172 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 1126 | 0 | 158 | 1185 | 0 | 1040 | 515 | 6 | 210 | 429 | 172 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 1126 | 0 | 158 | 1185 | 0 | 1040 | 515 | 6 | 210 | 429 | 172 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 20 | 1126 | 0 | 158 | 1185 | 0 | 1040 | 515 | 6 | 210 | 429 | 172 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.98 | 0.02 | 2.00 | 1.43 | 0.57 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3361 | 39 | 3400 | 2427 | 973 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.22 | 0.00 | 0.05 | 0.23 | 0.00 | 0.31 | 0.15 | 0.15 | 0.06 | 0.18 | 0.18 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 0 Average Delay (sec/veh): 7.5
Optimal Cycle: 56 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.855
Loss Time (sec): 0 Average Delay (sec/veh): 23.0
Optimal Cycle: 157 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.006
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing capacity and critical moves.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 0 Average Delay (sec/veh): 12.8
Optimal Cycle: 52 Level Of Service: B

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 0 Average Delay (sec/veh): 20.8
Optimal Cycle: 58 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.899 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 86 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | WideBypass | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 212 | 87 | 430 | 30 | 61 | 17 | 6 | 1264 | 190 | 169 | 1095 | 101 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 212 | 87 | 430 | 30 | 61 | 17 | 6 | 1264 | 190 | 169 | 1095 | 101 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 212 | 87 | 430 | 30 | 61 | 17 | 6 | 1264 | 190 | 169 | 1095 | 101 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 212 | 87 | 430 | 30 | 61 | 17 | 6 | 1264 | 190 | 169 | 1095 | 101 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 212 | 87 | 430 | 30 | 61 | 17 | 6 | 1264 | 190 | 169 | 1095 | 101 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.17 | 0.83 | 1.00 | 1.56 | 0.44 | 1.00 | 1.74 | 0.26 | 1.00 | 1.83 | 0.17 |
| Final Sat.: | 1700 | 286 | 1414 | 1700 | 2659 | 741 | 1700 | 2956 | 444 | 1700 | 3113 | 287 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.12 | 0.30 | 0.30 | 0.02 | 0.02 | 0.02 | 0.00 | 0.43 | 0.43 | 0.10 | 0.35 | 0.35 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 36 | 373 | 1 | 81 | 227 | 95 | 117 | 30 | 125 | 4 | 22 | 101 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 36 | 373 | 1 | 81 | 227 | 95 | 117 | 30 | 125 | 4 | 22 | 101 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 36 | 373 | 1 | 81 | 227 | 95 | 117 | 30 | 125 | 4 | 22 | 101 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 36 | 373 | 1 | 81 | 227 | 95 | 117 | 30 | 125 | 4 | 22 | 101 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 36 | 373 | 1 | 81 | 227 | 95 | 117 | 30 | 125 | 4 | 22 | 101 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|---|----|-----|----|-----|----|-----|---|----|-----|
| AutoPCE: | 36 | 373 | 1 | 81 | 227 | 95 | 117 | 30 | 125 | 4 | 22 | 101 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 36 | 373 | 1 | 81 | 227 | 95 | 117 | 30 | 125 | 4 | 22 | 101 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 228 | 62 | 312 | 526 |
| MaxVolume: | 2260 | 2379 | 1032 | 916 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2260 | 2379 | 1032 | 916 |
| ApproachVol: | 410 | 403 | 272 | 127 |
| ApproachV/C: | 0.18 | 0.17 | 0.26 | 0.14 |
| ApproachDel: | 1.9 | 1.8 | 4.7 | 4.6 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.7 | 0.6 | 1.1 | 0.5 |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.881
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 77 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | | | |
| Rights: | WideBypass | | | Ignore | | | Include | | | Include | | | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | | | |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 245 | 293 | 87 | 121 | 140 | 354 | 589 | 1508 | 184 | 108 | 2423 | 315 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 245 | 293 | 87 | 121 | 140 | 354 | 589 | 1508 | 184 | 108 | 2423 | 315 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 245 | 293 | 87 | 121 | 140 | 0 | 589 | 1508 | 184 | 108 | 2423 | 315 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 245 | 293 | 87 | 121 | 140 | 0 | 589 | 1508 | 184 | 108 | 2423 | 315 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 245 | 293 | 87 | 121 | 140 | 0 | 589 | 1508 | 184 | 108 | 2423 | 315 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.54 | 0.46 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 2622 | 778 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.11 | 0.11 | 0.07 | 0.04 | 0.00 | 0.17 | 0.30 | 0.11 | 0.03 | 0.48 | 0.19 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.715 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 39 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 461 | 390 | 36 | 47 | 276 | 619 | 747 | 607 | 389 | 25 | 514 | 48 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 461 | 390 | 36 | 47 | 276 | 619 | 747 | 607 | 389 | 25 | 514 | 48 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 461 | 390 | 36 | 47 | 276 | 619 | 747 | 607 | 389 | 25 | 514 | 48 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 461 | 390 | 36 | 47 | 276 | 619 | 747 | 607 | 389 | 25 | 514 | 48 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 461 | 390 | 36 | 47 | 276 | 619 | 747 | 607 | 389 | 25 | 514 | 48 |
| OvlAdjVol: | | | | | | 246 | | | 159 | | | |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.83 | 0.17 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.83 | 0.17 |
| Final Sat.: | 3400 | 3113 | 287 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3110 | 290 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.14 | 0.13 | 0.13 | 0.03 | 0.08 | 0.36 | 0.22 | 0.18 | 0.23 | 0.01 | 0.17 | 0.17 |
| OvlAdjV/S: | | | | | | 0.14 | | | 0.09 | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.729
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 409 | 0 | 313 | 313 | 980 | 0 | 0 | 1055 | 441 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 409 | 0 | 313 | 313 | 980 | 0 | 0 | 1055 | 441 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 409 | 0 | 313 | 313 | 980 | 0 | 0 | 1055 | 441 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 409 | 0 | 313 | 313 | 980 | 0 | 0 | 1055 | 441 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 409 | 0 | 313 | 313 | 980 | 0 | 0 | 1055 | 441 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.18 | 0.18 | 0.29 | 0.00 | 0.00 | 0.31 | 0.26 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.759 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 45 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 184 | 0 | 85 | 0 | 0 | 0 | 0 | 2694 | 243 | 123 | 1829 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 184 | 0 | 85 | 0 | 0 | 0 | 0 | 2694 | 243 | 123 | 1829 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 184 | 0 | 85 | 0 | 0 | 0 | 0 | 2694 | 243 | 123 | 1829 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 184 | 0 | 85 | 0 | 0 | 0 | 0 | 2694 | 243 | 123 | 1829 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 184 | 0 | 85 | 0 | 0 | 0 | 0 | 2694 | 243 | 123 | 1829 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.11 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.53 | 0.14 | 0.07 | 0.36 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.668 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 34 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | | 2 | 0 | 2 | 0 | 1 | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 109 | 512 | 123 | 316 | 403 | 284 | 486 | 1048 | 147 | 120 | 759 | 393 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 109 | 512 | 123 | 316 | 403 | 284 | 486 | 1048 | 147 | 120 | 759 | 393 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 109 | 512 | 123 | 316 | 403 | 284 | 486 | 1048 | 147 | 120 | 759 | 393 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 109 | 512 | 123 | 316 | 403 | 284 | 486 | 1048 | 147 | 120 | 759 | 393 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 109 | 512 | 123 | 316 | 403 | 284 | 486 | 1048 | 147 | 120 | 759 | 393 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.15 | 0.07 | 0.09 | 0.12 | 0.17 | 0.14 | 0.31 | 0.09 | 0.04 | 0.22 | 0.23 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing capacity and critical moves.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.828
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 581 | 2815 | 0 | 0 | 2629 | 404 | 617 | 43 | 830 | 22 | 28 | 16 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 581 | 2815 | 0 | 0 | 2629 | 404 | 617 | 43 | 830 | 22 | 28 | 16 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 581 | 2815 | 0 | 0 | 2629 | 404 | 617 | 43 | 830 | 22 | 28 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 581 | 2815 | 0 | 0 | 2629 | 404 | 617 | 43 | 830 | 22 | 28 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 581 | 2815 | 0 | 0 | 2629 | 404 | 617 | 43 | 830 | 22 | 28 | 16 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 4.00 | 1.00 | 1.00 | 4.33 | 0.67 | 2.00 | 1.00 | 2.00 | 2.00 | 1.27 | 0.73 |
| Final Sat.: | 3400 | 6800 | 1700 | 1700 | 7368 | 1132 | 3400 | 1700 | 3400 | 3400 | 2164 | 1236 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.17 | 0.41 | 0.00 | 0.00 | 0.36 | 0.36 | 0.18 | 0.03 | 0.24 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes. Includes values for each movement and approach.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Includes values for each approach.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. Includes values for each approach.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves. Includes values for each approach.

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.320 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 18 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 57 | 437 | 186 | 3 | 339 | 14 | 5 | 14 | 37 | 94 | 15 | 3 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 57 | 437 | 186 | 3 | 339 | 14 | 5 | 14 | 37 | 94 | 15 | 3 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 57 | 437 | 186 | 3 | 339 | 14 | 5 | 14 | 37 | 94 | 15 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 57 | 437 | 186 | 3 | 339 | 14 | 5 | 14 | 37 | 94 | 15 | 3 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 57 | 437 | 186 | 3 | 339 | 14 | 5 | 14 | 37 | 94 | 15 | 3 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.40 | 0.60 | 1.00 | 1.92 | 0.08 | 1.00 | 0.27 | 0.73 | 1.00 | 0.83 | 0.17 |
| Final Sat.: | 1700 | 2385 | 1015 | 1700 | 3265 | 135 | 1700 | 467 | 1233 | 1700 | 1417 | 283 |

-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.18 | 0.18 | 0.00 | 0.10 | 0.10 | 0.00 | 0.03 | 0.03 | 0.06 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.4 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 125 | 723 | 241 | 1 | 494 | 15 | 18 | 86 | 99 | 155 | 51 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 125 | 723 | 241 | 1 | 494 | 15 | 18 | 86 | 99 | 155 | 51 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 125 | 723 | 241 | 1 | 494 | 15 | 18 | 86 | 99 | 155 | 51 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 125 | 723 | 241 | 1 | 494 | 15 | 18 | 86 | 99 | 155 | 51 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 125 | 723 | 241 | 1 | 494 | 15 | 18 | 86 | 99 | 155 | 51 | 2 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|---|-----|----|----|----|----|-----|----|---|
| AutoPCE: | 125 | 723 | 241 | 1 | 494 | 15 | 18 | 86 | 99 | 155 | 51 | 2 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 125 | 723 | 241 | 1 | 494 | 15 | 18 | 86 | 99 | 155 | 51 | 2 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 105 | 331 | 650 | 866 |
| MaxVolume: | 2348 | 2186 | 849 | 732 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2348 | 2186 | 849 | 732 |
| ApproachVol: | 1089 | 510 | 203 | 208 |
| ApproachV/C: | 0.46 | 0.23 | 0.24 | 0.28 |
| ApproachDel: | 2.9 | 2.1 | 5.6 | 6.9 |
| ApproachLOS: | A | A | A | A |
| Queue: | 2.6 | 0.9 | 0.9 | 1.2 |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.376 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 19 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 29 | 599 | 85 | 15 | 511 | 78 | 112 | 24 | 74 | 99 | 10 | 15 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 29 | 599 | 85 | 15 | 511 | 78 | 112 | 24 | 74 | 99 | 10 | 15 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 29 | 599 | 85 | 15 | 511 | 78 | 112 | 24 | 74 | 99 | 10 | 15 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 599 | 85 | 15 | 511 | 78 | 112 | 24 | 74 | 99 | 10 | 15 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 29 | 599 | 85 | 15 | 511 | 78 | 112 | 24 | 74 | 99 | 10 | 15 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.75 | 0.25 | 1.00 | 1.74 | 0.26 | 1.00 | 0.24 | 0.76 | 1.00 | 0.40 | 0.60 |
| Final Sat.: | 1700 | 2977 | 423 | 1700 | 2950 | 450 | 1700 | 416 | 1284 | 1700 | 680 | 1020 |

-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.20 | 0.20 | 0.01 | 0.17 | 0.17 | 0.07 | 0.06 | 0.06 | 0.06 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.7 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 131 | 33 | 3 | 79 | 1 | 2 | 417 | 3 | 38 | 299 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 131 | 33 | 3 | 79 | 1 | 2 | 417 | 3 | 38 | 299 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 131 | 33 | 3 | 79 | 1 | 2 | 417 | 3 | 38 | 299 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 131 | 33 | 3 | 79 | 1 | 2 | 417 | 3 | 38 | 299 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 131 | 33 | 3 | 79 | 1 | 2 | 417 | 3 | 38 | 299 | 5 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|----|---|----|---|---|-----|---|----|-----|---|
| AutoPCE: | 1 | 131 | 33 | 3 | 79 | 1 | 2 | 417 | 3 | 38 | 299 | 5 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 131 | 33 | 3 | 79 | 1 | 2 | 417 | 3 | 38 | 299 | 5 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 422 | 338 | 120 | 134 |
| MaxVolume: | 972 | 1017 | 1135 | 1128 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 972 | 1017 | 1135 | 1128 |
| ApproachVol: | 165 | 83 | 422 | 342 |
| ApproachV/C: | 0.17 | 0.08 | 0.37 | 0.30 |
| ApproachDel: | 4.5 | 3.9 | 5.0 | 4.6 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.6 | 0.3 | 1.7 | 1.3 |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 81 | 0 | 81 | 0 | 0 | 0 | 0 | 1664 | 53 | 87 | 2752 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 81 | 0 | 81 | 0 | 0 | 0 | 0 | 1664 | 53 | 87 | 2752 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 81 | 0 | 81 | 0 | 0 | 0 | 0 | 1664 | 53 | 87 | 2752 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 81 | 0 | 81 | 0 | 0 | 0 | 0 | 1664 | 53 | 87 | 2752 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 81 | 0 | 81 | 0 | 0 | 0 | 0 | 1664 | 53 | 87 | 2752 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.33 | 0.03 | 0.05 | 0.54 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: A[9.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustment factors for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time for each approach.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, move capacity, and volume/capacity ratio.

Level of Service Module: Table with 12 columns showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.4 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 22 | 0 | 37 | 9 | 408 | 0 | 0 | 291 | 36 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 22 | 0 | 37 | 9 | 408 | 0 | 0 | 291 | 36 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 22 | 0 | 37 | 9 | 408 | 0 | 0 | 291 | 36 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 22 | 0 | 37 | 9 | 408 | 0 | 0 | 291 | 36 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 22 | 0 | 37 | 9 | 408 | 0 | 0 | 291 | 36 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|----|---|----|---|-----|---|---|-----|----|
| AutoPCE: | 0 | 0 | 0 | 22 | 0 | 37 | 9 | 408 | 0 | 0 | 291 | 36 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 22 | 0 | 37 | 9 | 408 | 0 | 0 | 291 | 36 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 439 | 291 | 22 | 9 |
| MaxVolume: | xxxxxx | 1043 | 1188 | 1195 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1043 | 1188 | 1195 |
| ApproachVol: | xxxxxx | 59 | 417 | 327 |
| ApproachV/C: | 1.00 | 0.06 | 0.35 | 0.27 |
| ApproachDel: | xxxxxx | 3.7 | 4.7 | 4.1 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.2 | 1.6 | 1.1 |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[13.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 7 rows for various volume metrics like Base Vol, Growth Adj, etc.

Critical Gap Module: Table with 12 columns and 2 rows for Critical Gap and FollowUpTim.

Capacity Module: Table with 12 columns and 4 rows for Capacity metrics like Cnflct Vol, Potent Cap., etc.

Level of Service Module: Table with 12 columns and 8 rows for LOS metrics like 2Way95thQ, Control Del, etc.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.778 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 48 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 3 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 54 | 15 | 38 | 58 | 18 | 85 | 79 | 1821 | 68 | 86 | 3061 | 100 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 54 | 15 | 38 | 58 | 18 | 85 | 79 | 1821 | 68 | 86 | 3061 | 100 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 54 | 15 | 38 | 58 | 18 | 85 | 79 | 1821 | 68 | 86 | 3061 | 100 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 54 | 15 | 38 | 58 | 18 | 85 | 79 | 1821 | 68 | 86 | 3061 | 100 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 54 | 15 | 38 | 58 | 18 | 85 | 79 | 1821 | 68 | 86 | 3061 | 100 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.01 | 0.02 | 0.03 | 0.01 | 0.05 | 0.05 | 0.36 | 0.04 | 0.05 | 0.60 | 0.06 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.406 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 20 | Level Of Service: | A |

| Street Name: | "B" St | | | | | | "LQ" St | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 40 | 136 | 5 | 19 | 161 | 18 | 3 | 354 | 26 | 7 | 277 | 39 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 40 | 136 | 5 | 19 | 161 | 18 | 3 | 354 | 26 | 7 | 277 | 39 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 40 | 136 | 5 | 19 | 161 | 18 | 3 | 354 | 26 | 7 | 277 | 39 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 40 | 136 | 5 | 19 | 161 | 18 | 3 | 354 | 26 | 7 | 277 | 39 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 40 | 136 | 5 | 19 | 161 | 18 | 3 | 354 | 26 | 7 | 277 | 39 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.96 | 0.04 | 1.00 | 0.90 | 0.10 | 1.00 | 0.93 | 0.07 | 1.00 | 0.88 | 0.12 |
| Final Sat.: | 1700 | 1640 | 60 | 1700 | 1529 | 171 | 1700 | 1584 | 116 | 1700 | 1490 | 210 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.02 | 0.08 | 0.08 | 0.01 | 0.11 | 0.11 | 0.00 | 0.22 | 0.22 | 0.00 | 0.19 | 0.19 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 59 | 56 | 14 | 66 | 50 | 278 | 441 | 968 | 82 | 20 | 1058 | 108 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 59 | 56 | 14 | 66 | 50 | 278 | 441 | 968 | 82 | 20 | 1058 | 108 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 59 | 56 | 14 | 66 | 50 | 278 | 441 | 968 | 82 | 20 | 1058 | 108 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 59 | 56 | 14 | 66 | 50 | 278 | 441 | 968 | 82 | 20 | 1058 | 108 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 59 | 56 | 14 | 66 | 50 | 278 | 441 | 968 | 82 | 20 | 1058 | 108 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.80 | 0.20 | 1.00 | 1.00 | 1.00 | 1.00 | 1.84 | 0.16 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 1360 | 340 | 1700 | 1700 | 1700 | 1700 | 3134 | 266 | 1700 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.04 | 0.04 | 0.04 | 0.03 | 0.16 | 0.26 | 0.31 | 0.31 | 0.01 | 0.31 | 0.06 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
Post Year 2035 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.800
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 52 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1687 | 13 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 269 | 2 | 0 | 366 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | Volume |
| 0.00 | 0.16 | 0.16 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.22 | V/C | | 0.00 | V/C | | 0.00 | 0.215 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.22 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.06 | |
| RTC | | 0.22 | RTC | | 0.22 | RTC | | 0.00 | RTC | | 0.04 | |
| Addl ICU | | -0.06 | Addl ICU | | -0.22 | Addl ICU | | 0.00 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1638 | 62 | 1700 | 1700 | 0 | 0 | 0 | 0 | 850 | 0 | 850 | Total Saturation |
| 0 | 159 | 6 | 24 | 366 | 0 | 0 | 0 | 0 | 11 | 0 | 21 | Volume |
| 0.00 | 0.10 | 0.10 | 0.01 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.22 | V/C | | 0.00 | V/C | | 0.01 | 0.228 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.22 | RTOG | | -0.01 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.12 | |
| RTC | | 0.21 | RTC | | 0.23 | RTC | | -0.01 | RTC | | 0.10 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.23 | Addl ICU | | 0.01 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.28 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | | | | | | |
|--|------|------|-----------|-----------|------|----------|------|-----------|--------------|-------|------|-----------------------------------|--|-------------|--|-----------------------|--|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | | | | | | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | | | | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes | | | | | |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane | | | | | |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1683 | 17 | Total Saturation | | | | | |
| 0 | 0 | 0 | 0 | 0 | 21 | 10 | 358 | 0 | 0 | 298 | 3 | Volume | | | | | |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.21 | 0.00 | 0.00 | 0.18 | 0.18 | Vol/Sat | | | | | |
| <i>Critical Movements</i> | | | | | | | | | | | | | | | | | |
| Direction | | N/A | | Direction | | SBT | | Direction | | EBT | | Direction | | WBL | | Initial ICU | |
| V/C | | 0.00 | | V/C | | 0.00 | | V/C | | 0.21 | | V/C | | 0.00 | | 0.211 | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | | | | | | |
| RTOG | | 0.00 | | RTOG | | 0.00 | | RTOG | | 0.21 | | RTOG | | 0.20 | | Right Turn Adjustment | |
| RTOR | | 0.00 | | RTOR | | 0.03 | | RTOR | | 0.00 | | RTOR | | 0.00 | | | |
| RTC | | 0.00 | | RTC | | 0.03 | | RTC | | 0.21 | | RTC | | 0.20 | | | |
| Addl ICU | | 0.00 | | Addl ICU | | -0.01 | | Addl ICU | | -0.21 | | Addl ICU | | -0.03 | | | |
| 0.00 | | | | 0.00 | | | | 0.00 | | | | 0.00 | | 0.00 | | | |
| | | | | | | | | | | | | Clearance Interval | | 0.05 | | | |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | | 0.26 | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1681 | 19 | 27 | 1619 | 54 | Total Saturation |
| 2 | 3 | 3 | 7 | 5 | 7 | 10 | 358 | 4 | 5 | 298 | 10 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.21 | 0.21 | 0.18 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.21 | V/C | | 0.18 | 0.405 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.01 | RTOG | | 0.21 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.21 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.13 | RTC | | 0.17 | RTC | | 0.22 | RTC | | 0.40 | |
| Addl ICU | | -0.13 | Addl ICU | | -0.16 | Addl ICU | | -0.01 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.46 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 358 | 0 | 0 | 287 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | Volume |
| 0.00 | 0.21 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.21 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.211 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.21 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.00 | |
| RTC | | 0.21 | RTC | | 0.21 | RTC | | 0.03 | RTC | | 0.00 | |
| Addl ICU | | -0.21 | Addl ICU | | -0.21 | Addl ICU | | -0.01 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.26 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1676 | 24 | 0 | 1569 | 131 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 14 | 284 | 4 | 0 | 287 | 24 | 55 | 9 | 9 | 2 | 6 | 0 | Volume |
| 0.01 | 0.17 | 0.17 | 0.00 | 0.18 | 0.18 | 0.03 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | N/A | | Initial ICU |
| V/C | 0.01 | | V/C | 0.18 | | V/C | 0.03 | | V/C | 0.00 | | 0.224 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.19 | | RTOG | 0.18 | | RTOG | 0.03 | | RTOG | -0.03 | | Right Turn Adjustment |
| RTOR | 0.03 | | RTOR | 0.03 | | RTOR | 0.01 | | RTOR | 0.02 | | |
| RTC | 0.22 | | RTC | 0.21 | | RTC | 0.04 | | RTC | -0.02 | | |
| Addl ICU | -0.05 | | Addl ICU | -0.02 | | Addl ICU | -0.03 | | Addl ICU | 0.02 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 284 | 0 | 0 | 278 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.17 | 0.00 | 0.00 | 0.16 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.17 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.167 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.17 | RTOG | | 0.17 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.17 | RTC | | 0.17 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.14 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.22 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 2 | 3 | 0 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 3400 | 3946 | 1154 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 790 | 215 | 141 | 408 | 253 | 74 | 360 | 916 | 392 | 529 | 687 | 157 | Volume |
| 0.23 | 0.06 | 0.08 | 0.12 | 0.06 | 0.06 | 0.11 | 0.18 | 0.23 | 0.16 | 0.13 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.23 | V/C | | 0.06 | V/C | | 0.18 | V/C | | 0.16 | 0.632 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.06 | RTOG | | 0.18 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.20 | RTOR | | 0.23 | RTOR | | 0.23 | |
| RTC | | 0.29 | RTC | | 0.21 | RTC | | 0.35 | RTC | | 0.40 | |
| Addl ICU | | -0.21 | Addl ICU | | -0.15 | Addl ICU | | -0.12 | Addl ICU | | -0.31 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 451 | 999 | 413 | 310 | 628 | 225 | 126 | 1495 | 297 | 303 | 2027 | 437 | Volume |
| 0.13 | 0.20 | 0.00 | 0.09 | 0.12 | 0.13 | 0.04 | 0.29 | 0.17 | 0.09 | 0.40 | 0.26 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.20 | V/C | | 0.09 | V/C | | 0.04 | V/C | | 0.40 | 0.722 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.15 | RTOG | | 0.35 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.04 | RTOR | | 0.16 | RTOR | | 0.09 | |
| RTC | | 0.30 | RTC | | 0.18 | RTC | | 0.47 | RTC | | 0.47 | |
| Addl ICU | | -0.30 | Addl ICU | | -0.05 | Addl ICU | | -0.29 | Addl ICU | | -0.21 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 0.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3951 | 1149 | 3400 | 5100 | 1700 | 1700 | 850 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 371 | 1451 | 422 | 85 | 862 | 289 | 271 | 246 | 247 | 227 | 224 | 109 | Volume |
| 0.11 | 0.37 | 0.37 | 0.03 | 0.17 | 0.17 | 0.16 | 0.29 | 0.10 | 0.07 | 0.13 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.37 | V/C | | 0.03 | V/C | | 0.29 | V/C | | 0.07 | 0.748 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.37 | RTOG | | 0.28 | RTOG | | 0.29 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.22 | RTOR | | 0.22 | RTOR | | 0.03 | |
| RTC | | 0.42 | RTC | | 0.45 | RTC | | 0.46 | RTC | | 0.22 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.28 | Addl ICU | | -0.36 | Addl ICU | | -0.15 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 241 | 2077 | 501 | 106 | 1100 | 166 | 395 | 666 | 169 | 264 | 660 | 279 | Volume |
| 0.07 | 0.41 | 0.29 | 0.03 | 0.16 | 0.10 | 0.12 | 0.20 | 0.10 | 0.08 | 0.19 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.41 | | V/C | 0.03 | | V/C | 0.12 | | V/C | 0.19 | | 0.749 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.41 | | RTOG | 0.37 | | RTOG | 0.23 | | RTOG | 0.19 | | |
| RTOR | 0.11 | | RTOR | 0.12 | | RTOR | 0.28 | | RTOR | 0.03 | | |
| RTC | 0.49 | | RTC | 0.45 | | RTC | 0.44 | | RTC | 0.22 | | |
| Addl ICU | -0.20 | | Addl ICU | -0.36 | | Addl ICU | -0.34 | | Addl ICU | -0.05 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 650 | 0 | 417 | 0 | 0 | 0 | 0 | 908 | 256 | 433 | 1031 | 0 | Volume |
| 0.19 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.00 | 0.13 | 0.30 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.19 | | V/C | 0.00 | | V/C | 0.27 | | V/C | 0.13 | | 0.586 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.19 | | RTOG | -0.19 | | RTOG | 0.27 | | RTOG | 0.39 | | Right Turn Adjustment |
| RTOR | 0.13 | | RTOR | 0.09 | | RTOR | 0.19 | | RTOR | 0.19 | | |
| RTC | 0.29 | | RTC | -0.12 | | RTC | 0.41 | | RTC | 0.54 | | |
| Addl ICU | -0.16 | | Addl ICU | 0.12 | | Addl ICU | -0.41 | | Addl ICU | -0.54 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 540 | 847 | 490 | 127 | 574 | 249 | 194 | 1225 | 187 | 446 | 1926 | 478 | Volume |
| 0.16 | 0.17 | 0.14 | 0.04 | 0.17 | 0.15 | 0.06 | 0.18 | 0.11 | 0.13 | 0.38 | 0.28 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.17 | V/C | | 0.06 | V/C | | 0.38 | 0.762 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.29 | RTOG | | 0.17 | RTOG | | 0.30 | RTOG | | 0.38 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.06 | RTOR | | 0.16 | RTOR | | 0.16 | |
| RTC | | 0.48 | RTC | | 0.21 | RTC | | 0.42 | RTC | | 0.50 | |
| Addl ICU | | -0.34 | Addl ICU | | -0.07 | Addl ICU | | -0.31 | Addl ICU | | -0.22 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.81 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 724 | 2135 | 512 | 416 | 817 | 168 | 186 | 591 | 236 | 413 | 476 | 415 | Volume |
| 0.21 | 0.42 | 0.30 | 0.12 | 0.16 | 0.10 | 0.05 | 0.12 | 0.00 | 0.12 | 0.09 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.42 | | V/C | 0.12 | | V/C | 0.12 | | V/C | 0.12 | | 0.778 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.42 | | RTOG | 0.33 | | RTOG | 0.12 | | RTOG | 0.18 | | |
| RTOR | 0.12 | | RTOR | 0.14 | | RTOR | 0.38 | | RTOR | 0.12 | | |
| RTC | 0.51 | | RTC | 0.44 | | RTC | 0.40 | | RTC | 0.27 | | |
| Addl ICU | -0.21 | | Addl ICU | -0.34 | | Addl ICU | -0.40 | | Addl ICU | -0.03 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|--|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 1.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 3599 | 1501 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 765 | 2991 | 1142 | 246 | 1474 | 264 | 367 | 153 | 246 | 639 | 684 | 445 | Volume |
| 0.23 | 0.44 | 0.67 | 0.07 | 0.22 | 0.16 | 0.10 | 0.10 | 0.07 | 0.19 | 0.27 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.44 | | V/C | 0.07 | | V/C | 0.10 | | V/C | 0.27 | | 0.882 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.44 | | RTOG | 0.29 | | RTOG | 0.18 | | RTOG | 0.27 | | Right Turn Adjustment |
| RTOR | 0.27 | | RTOR | 0.10 | | RTOR | 0.30 | | RTOR | 0.07 | | |
| RTC | 0.64 | | RTC | 0.36 | | RTC | 0.40 | | RTC | 0.32 | | |
| Addl ICU | 0.03 | | Addl ICU | -0.21 | | Addl ICU | -0.33 | | Addl ICU | -0.15 | | |
| | 0.03 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.96 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 4169 | 284 | 513 | 1842 | 0 | 614 | 0 | 356 | 0 | 0 | 0 | Volume |
| 0.00 | 0.61 | 0.17 | 0.15 | 0.27 | 0.00 | 0.14 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.61 | V/C | | 0.15 | V/C | | 0.14 | V/C | | 0.00 | 0.908 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.61 | RTOG | | 0.76 | RTOG | | 0.14 | RTOG | | -0.14 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.14 | RTOR | | 0.49 | RTOR | | 0.15 | |
| RTC | | 0.72 | RTC | | 0.87 | RTC | | 0.51 | RTC | | -0.03 | |
| Addl ICU | | -0.55 | Addl ICU | | -0.87 | Addl ICU | | -0.37 | Addl ICU | | 0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.96 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4979 | 121 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 62 | 3784 | 92 | 106 | 1938 | 72 | 125 | 8 | 72 | 52 | 5 | 103 | Volume |
| 0.04 | 0.76 | 0.76 | 0.06 | 0.38 | 0.04 | 0.07 | 0.00 | 0.04 | 0.03 | 0.00 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.76 | V/C | | 0.06 | V/C | | 0.07 | V/C | | 0.00 | 0.899 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.76 | RTOG | | 0.79 | RTOG | | 0.05 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.07 | RTOR | | 0.44 | RTOR | | 0.06 | |
| RTC | | 0.81 | RTC | | 0.84 | RTC | | 0.38 | RTC | | 0.05 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.80 | Addl ICU | | -0.34 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.96 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 217 | 1915 | 150 | 681 | 1186 | 218 | 363 | 269 | 89 | 189 | 83 | 1621 | Volume |
| 0.13 | 0.38 | 0.09 | 0.20 | 0.23 | 0.13 | 0.11 | 0.16 | 0.05 | 0.06 | 0.05 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.38 | V/C | | 0.20 | V/C | | 0.16 | V/C | | 0.06 | 0.790 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.38 | RTOG | | 0.45 | RTOG | | 0.16 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.17 | RTOR | | 0.34 | RTOR | | 0.20 | |
| RTC | | 0.42 | RTC | | 0.57 | RTC | | 0.42 | RTC | | 0.26 | |
| Addl ICU | | -0.33 | Addl ICU | | -0.44 | Addl ICU | | -0.36 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.84 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 80 | 0 | 145 | 0 | 1752 | 129 | 215 | 2677 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.04 | 0.00 | 0.26 | 0.08 | 0.13 | 0.52 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.05 | | V/C | 0.00 | | V/C | 0.52 | | 0.572 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.05 | | RTOG | 0.05 | | RTOG | 0.40 | | RTOG | 0.52 | | Right Turn Adjustment |
| RTOR | 0.27 | | RTOR | 0.00 | | RTOR | 0.05 | | RTOR | 0.05 | | |
| RTC | 0.15 | | RTC | 0.05 | | RTC | 0.43 | | RTC | 0.56 | | |
| Addl ICU | -0.15 | | Addl ICU | 0.00 | | Addl ICU | -0.36 | | Addl ICU | -0.56 | | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.62 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4614 | 486 | Total Saturation |
| 208 | 0 | 458 | 0 | 0 | 0 | 0 | 1772 | 215 | 0 | 2765 | 291 | Volume |
| 0.12 | 0.00 | 0.27 | 0.00 | 0.00 | 0.00 | 0.00 | 0.52 | 0.00 | 0.00 | 0.60 | 0.60 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.60 | 0.722 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | -0.12 | RTOG | | 0.60 | RTOG | | 0.60 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.00 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | 0.18 | RTC | | -0.12 | RTC | | 0.69 | RTC | | 0.69 | |
| Addl ICU | | 0.09 | Addl ICU | | 0.12 | Addl ICU | | -0.69 | Addl ICU | | -0.09 | |
| | | 0.09 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.86 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 811 | 1351 | 239 | 250 | 765 | 870 | 685 | 1084 | 375 | 185 | 1915 | 366 | Volume |
| 0.24 | 0.26 | 0.00 | 0.07 | 0.15 | 0.00 | 0.13 | 0.21 | 0.22 | 0.05 | 0.38 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.26 | V/C | | 0.07 | V/C | | 0.13 | V/C | | 0.38 | 0.848 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.26 | RTOG | | 0.10 | RTOG | | 0.46 | RTOG | | 0.38 | Right Turn Adjustment |
| RTOR | | 0.30 | RTOR | | 0.13 | RTOR | | 0.19 | RTOR | | 0.07 | |
| RTC | | 0.49 | RTC | | 0.20 | RTC | | 0.60 | RTC | | 0.43 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.20 | Addl ICU | | -0.38 | Addl ICU | | -0.22 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.90 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 4799 | 301 | 1700 | 531 | 1169 | 1700 | 1700 | 1700 | Total Saturation |
| 114 | 2083 | 288 | 57 | 1100 | 69 | 45 | 75 | 165 | 139 | 97 | 150 | Volume |
| 0.07 | 0.41 | 0.00 | 0.03 | 0.23 | 0.23 | 0.03 | 0.14 | 0.14 | 0.08 | 0.06 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.03 | V/C | | 0.14 | V/C | | 0.08 | 0.665 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.37 | RTOG | | 0.14 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.17 | RTOR | | 0.21 | RTOR | | 0.03 | |
| RTC | | 0.47 | RTC | | 0.50 | RTC | | 0.30 | RTC | | 0.22 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.27 | Addl ICU | | -0.16 | Addl ICU | | -0.13 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.71 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5073 | 27 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 20 | 2027 | 338 | 80 | 1712 | 9 | 45 | 23 | 138 | 317 | 14 | 136 | Volume |
| 0.01 | 0.40 | 0.00 | 0.02 | 0.34 | 0.34 | 0.03 | 0.01 | 0.00 | 0.09 | 0.01 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.40 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.09 | 0.528 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.40 | RTOG | | 0.41 | RTOG | | 0.01 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.10 | RTOR | | 0.08 | RTOR | | 0.02 | |
| RTC | | 0.47 | RTC | | 0.48 | RTC | | 0.08 | RTC | | 0.10 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.15 | Addl ICU | | -0.08 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.58 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2427 | 973 | Total Saturation |
| 20 | 1126 | 404 | 158 | 1185 | 703 | 1040 | 515 | 6 | 210 | 429 | 172 | Volume |
| 0.01 | 0.22 | 0.00 | 0.05 | 0.23 | 0.00 | 0.31 | 0.15 | 0.00 | 0.06 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.22 | V/C | | 0.05 | V/C | | 0.31 | V/C | | 0.18 | 0.750 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.26 | RTOG | | 0.42 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.33 | RTOR | | 0.31 | RTOR | | 0.03 | RTOR | | 0.05 | |
| RTC | | 0.47 | RTC | | 0.48 | RTC | | 0.45 | RTC | | 0.21 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.48 | Addl ICU | | -0.44 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.80 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|------|------|-----------------------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5100 | 0 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3265 | 1077 | 0 | 2191 | 0 | 0 | 0 | 0 | 147 | 0 | 516 | Volume |
| 0.00 | 0.48 | 0.00 | 0.00 | 0.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | N/A | | Direction | WBL | | Initial ICU |
| V/C | 0.48 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.09 | | 0.567 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.48 | | RTOG | 0.48 | | RTOG | -0.09 | | RTOG | 0.09 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.09 | | RTOR | 0.05 | | RTOR | 0.00 | | |
| RTC | 0.55 | | RTC | 0.55 | | RTC | -0.05 | | RTC | 0.09 | | |
| Addl ICU | -0.55 | | Addl ICU | -0.55 | | Addl ICU | 0.05 | | Addl ICU | 0.01 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | | 0.63 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 2117 | 0 | 0 | 1515 | 942 | 2345 | 0 | 279 | 0 | 0 | 0 | Volume |
| 0.00 | 0.42 | 0.00 | 0.00 | 0.30 | 0.00 | 0.46 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.42 | V/C | | 0.00 | V/C | | 0.46 | V/C | | 0.00 | 0.875 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.42 | RTOG | | 0.46 | RTOG | | -0.46 | Right Turn Adjustment |
| RTOR | | 0.46 | RTOR | | 0.46 | RTOR | | 0.12 | RTOR | | 0.00 | |
| RTC | | 0.76 | RTC | | 0.76 | RTC | | 0.55 | RTC | | -0.46 | |
| Addl ICU | | -0.76 | Addl ICU | | -0.76 | Addl ICU | | -0.38 | Addl ICU | | 0.46 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.92 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 169 | 0 | 143 | 0 | 1285 | 324 | 398 | 1343 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.04 | 0.00 | 0.38 | 0.19 | 0.12 | 0.40 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.10 | V/C | | 0.38 | V/C | | 0.12 | 0.594 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.10 | RTOG | | 0.10 | RTOG | | 0.38 | RTOG | | 0.50 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.10 | RTOR | | 0.10 | RTOR | | 0.10 | |
| RTC | | -0.01 | RTC | | 0.17 | RTC | | 0.45 | RTC | | 0.57 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.13 | Addl ICU | | -0.26 | Addl ICU | | -0.57 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.64 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 491 | 0 | 554 | 0 | 0 | 0 | 0 | 1181 | 275 | 329 | 1254 | 0 | Volume |
| 0.14 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.19 | 0.37 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.14 | V/C | | 0.00 | V/C | | 0.35 | V/C | | 0.19 | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.14 | RTOG | | -0.14 | RTOG | | 0.35 | RTOG | | 0.54 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.17 | RTOR | | 0.14 | RTOR | | 0.14 | |
| RTC | | 0.29 | RTC | | -0.02 | RTC | | 0.46 | RTC | | 0.65 | |
| Addl ICU | | -0.13 | Addl ICU | | 0.02 | Addl ICU | | -0.46 | Addl ICU | | -0.65 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.74 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 212 | 87 | 430 | 30 | 61 | 17 | 6 | 1264 | 190 | 169 | 1095 | 101 | Volume |
| 0.12 | 0.05 | 0.25 | 0.02 | 0.02 | 0.01 | 0.00 | 0.37 | 0.11 | 0.10 | 0.32 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.12 | | V/C | 0.02 | | V/C | 0.37 | | V/C | 0.10 | | 0.614 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.13 | | RTOG | 0.02 | | RTOG | 0.37 | | RTOG | 0.47 | | Right Turn Adjustment |
| RTOR | 0.10 | | RTOR | 0.15 | | RTOR | 0.12 | | RTOR | 0.09 | | |
| RTC | 0.20 | | RTC | 0.13 | | RTC | 0.47 | | RTC | 0.54 | | |
| Addl ICU | 0.05 | | Addl ICU | -0.12 | | Addl ICU | -0.35 | | Addl ICU | -0.48 | | |
| | 0.05 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.72 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 329 | 1371 | 850 | 304 | 1396 | Total Saturation |
| 36 | 373 | 1 | 81 | 227 | 95 | 117 | 30 | 125 | 4 | 22 | 101 | Volume |
| 0.04 | 0.22 | 0.00 | 0.10 | 0.13 | 0.11 | 0.14 | 0.09 | 0.09 | 0.00 | 0.07 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.22 | V/C | | 0.10 | V/C | | 0.14 | V/C | | 0.07 | 0.525 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.27 | RTOG | | 0.21 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.14 | RTOR | | 0.18 | RTOR | | 0.10 | |
| RTC | | 0.31 | RTC | | 0.38 | RTC | | 0.34 | RTC | | 0.14 | |
| Addl ICU | | -0.31 | Addl ICU | | -0.26 | Addl ICU | | -0.25 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.57 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 245 | 293 | 87 | 121 | 140 | 354 | 589 | 1508 | 184 | 108 | 2423 | 315 | Volume |
| 0.07 | 0.09 | 0.05 | 0.07 | 0.04 | 0.00 | 0.17 | 0.30 | 0.11 | 0.03 | 0.48 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.09 | | V/C | 0.07 | | V/C | 0.17 | | V/C | 0.48 | | 0.806 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.09 | | RTOG | 0.09 | | RTOG | 0.62 | | RTOG | 0.48 | | Right Turn Adjustment |
| RTOR | 0.35 | | RTOR | 0.17 | | RTOR | 0.12 | | RTOR | 0.07 | | |
| RTC | 0.35 | | RTC | 0.22 | | RTC | 0.70 | | RTC | 0.53 | | |
| Addl ICU | -0.30 | | Addl ICU | -0.22 | | Addl ICU | -0.60 | | Addl ICU | -0.34 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.86 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3113 | 287 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3110 | 290 | Total Saturation |
| 461 | 390 | 36 | 47 | 276 | 619 | 747 | 607 | 389 | 25 | 514 | 48 | Volume |
| 0.14 | 0.13 | 0.13 | 0.03 | 0.08 | 0.36 | 0.22 | 0.18 | 0.23 | 0.01 | 0.17 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.14 | V/C | | 0.08 | V/C | | 0.22 | V/C | | 0.17 | 0.602 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.08 | RTOG | | 0.37 | RTOG | | 0.17 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.22 | RTOR | | 0.14 | RTOR | | 0.09 | |
| RTC | | 0.34 | RTC | | 0.25 | RTC | | 0.47 | RTC | | 0.23 | |
| Addl ICU | | -0.22 | Addl ICU | | 0.12 | Addl ICU | | -0.24 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.12 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.77 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 409 | 0 | 313 | 313 | 980 | 0 | 0 | 1055 | 441 | Volume |
| 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.18 | 0.18 | 0.29 | 0.00 | 0.00 | 0.31 | 0.26 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.18 | V/C | | 0.31 | 0.615 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.12 | RTOG | | 0.12 | RTOG | | 0.49 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.18 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | 0.03 | RTC | | 0.26 | RTC | | 0.58 | RTC | | 0.40 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.07 | Addl ICU | | -0.58 | Addl ICU | | -0.14 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 184 | 0 | 85 | 0 | 0 | 0 | 0 | 2694 | 243 | 123 | 1829 | 0 | Volume |
| 0.11 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.53 | 0.14 | 0.07 | 0.36 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.11 | V/C | | 0.00 | V/C | | 0.53 | V/C | | 0.07 | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | -0.11 | RTOG | | 0.53 | RTOG | | 0.60 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.24 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | 0.16 | RTC | | 0.07 | RTC | | 0.61 | RTC | | 0.68 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.07 | Addl ICU | | -0.47 | Addl ICU | | -0.68 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.76 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 109 | 512 | 123 | 316 | 403 | 284 | 486 | 1048 | 147 | 120 | 759 | 393 | Volume |
| 0.06 | 0.15 | 0.07 | 0.09 | 0.12 | 0.17 | 0.14 | 0.31 | 0.09 | 0.04 | 0.22 | 0.23 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.15 | V/C | | 0.09 | V/C | | 0.14 | V/C | | 0.22 | 0.610 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.18 | RTOG | | 0.33 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.14 | RTOR | | 0.13 | RTOR | | 0.09 | |
| RTC | | 0.19 | RTC | | 0.29 | RTC | | 0.42 | RTC | | 0.29 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.12 | Addl ICU | | -0.34 | Addl ICU | | -0.06 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 518 | 451 | 226 | 119 | 503 | 273 | 279 | 1185 | 558 | 231 | 1095 | 110 | Volume |
| 0.15 | 0.13 | 0.13 | 0.07 | 0.15 | 0.16 | 0.08 | 0.23 | 0.00 | 0.07 | 0.21 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.15 | V/C | | 0.15 | V/C | | 0.23 | V/C | | 0.07 | 0.601 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.15 | RTOG | | 0.23 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.09 | RTOR | | 0.15 | RTOR | | 0.17 | |
| RTC | | 0.28 | RTC | | 0.21 | RTC | | 0.35 | RTC | | 0.34 | |
| Addl ICU | | -0.15 | Addl ICU | | -0.05 | Addl ICU | | -0.35 | Addl ICU | | -0.28 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.65 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 0 | 0 | 7368 | 1132 | 3400 | 1700 | 3400 | 3400 | 2164 | 1236 | Total Saturation |
| 581 | 2815 | 0 | 0 | 2629 | 404 | 617 | 43 | 830 | 22 | 28 | 16 | Volume |
| 0.17 | 0.41 | 0.00 | 0.00 | 0.36 | 0.36 | 0.18 | 0.03 | 0.24 | 0.01 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.17 | V/C | | 0.36 | V/C | | 0.18 | V/C | | 0.01 | 0.722 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.53 | RTOG | | 0.36 | RTOG | | 0.19 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.18 | RTOR | | 0.17 | RTOR | | 0.11 | |
| RTC | | 0.65 | RTC | | 0.49 | RTC | | 0.32 | RTC | | 0.10 | |
| Addl ICU | | -0.65 | Addl ICU | | -0.14 | Addl ICU | | -0.07 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 388 | 1312 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 311 | 29 | 98 | 36 | 57 | 114 | 31 | 1408 | 250 | 59 | 1093 | 15 | Volume |
| 0.09 | 0.07 | 0.07 | 0.02 | 0.03 | 0.07 | 0.02 | 0.41 | 0.15 | 0.03 | 0.32 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.09 | | V/C | 0.03 | | V/C | 0.41 | | V/C | 0.03 | | 0.574 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.10 | | RTOG | 0.03 | | RTOG | 0.41 | | RTOG | 0.43 | | Right Turn Adjustment |
| RTOR | 0.03 | | RTOR | 0.13 | | RTOR | 0.09 | | RTOR | 0.05 | | |
| RTC | 0.13 | | RTC | 0.13 | | RTC | 0.48 | | RTC | 0.47 | | |
| Addl ICU | -0.06 | | Addl ICU | -0.06 | | Addl ICU | -0.34 | | Addl ICU | -0.46 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.62 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 75 | 94 | 112 | 266 | 103 | 173 | 143 | 1572 | 71 | 149 | 2595 | 388 | Volume |
| 0.04 | 0.06 | 0.07 | 0.08 | 0.06 | 0.10 | 0.08 | 0.31 | 0.04 | 0.09 | 0.51 | 0.23 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.06 | V/C | | 0.08 | V/C | | 0.08 | V/C | | 0.51 | 0.726 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.06 | RTOG | | 0.09 | RTOG | | 0.51 | RTOG | | 0.51 | Right Turn Adjustment |
| RTOR | | 0.28 | RTOR | | 0.08 | RTOR | | 0.07 | RTOR | | 0.08 | |
| RTC | | 0.27 | RTC | | 0.15 | RTC | | 0.56 | RTC | | 0.57 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.05 | Addl ICU | | -0.52 | Addl ICU | | -0.34 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2385 | 1015 | 1700 | 3265 | 135 | 1700 | 467 | 1233 | 1700 | 1417 | 283 | Total Saturation |
| 57 | 437 | 186 | 3 | 339 | 14 | 5 | 14 | 37 | 94 | 15 | 3 | Volume |
| 0.03 | 0.18 | 0.18 | 0.00 | 0.10 | 0.10 | 0.00 | 0.03 | 0.03 | 0.06 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.06 | 0.270 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.15 | RTOG | | 0.03 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.07 | RTOR | | 0.08 | RTOR | | 0.00 | |
| RTC | | 0.22 | RTC | | 0.21 | RTC | | 0.09 | RTC | | 0.08 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.10 | Addl ICU | | -0.06 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.32 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | Total Saturation |
| 125 | 723 | 241 | 1 | 494 | 15 | 18 | 86 | 99 | 155 | 51 | 2 | Volume |
| 0.15 | 0.43 | 0.28 | 0.00 | 0.29 | 0.02 | 0.02 | 0.05 | 0.12 | 0.18 | 0.03 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.43 | V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.18 | 0.659 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.43 | RTOG | | 0.28 | RTOG | | 0.05 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.20 | RTOR | | 0.14 | RTOR | | 0.00 | |
| RTC | | 0.56 | RTC | | 0.43 | RTC | | 0.15 | RTC | | 0.21 | |
| Addl ICU | | -0.28 | Addl ICU | | -0.41 | Addl ICU | | -0.04 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.71 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2977 | 423 | 1700 | 2950 | 450 | 1700 | 416 | 1284 | 1700 | 680 | 1020 | Total Saturation |
| 29 | 599 | 85 | 15 | 511 | 78 | 112 | 24 | 74 | 99 | 10 | 15 | Volume |
| 0.02 | 0.20 | 0.20 | 0.01 | 0.17 | 0.17 | 0.07 | 0.06 | 0.06 | 0.06 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.20 | V/C | | 0.01 | V/C | | 0.06 | V/C | | 0.06 | 0.326 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.19 | RTOG | | 0.06 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.10 | RTOR | | 0.04 | RTOR | | 0.01 | |
| RTC | | 0.24 | RTC | | 0.27 | RTC | | 0.09 | RTC | | 0.06 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.10 | Addl ICU | | -0.03 | Addl ICU | | -0.04 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1358 | 342 | 850 | 1679 | 21 | 850 | 1688 | 12 | 850 | 1672 | 28 | Total Saturation |
| 1 | 131 | 33 | 3 | 79 | 1 | 2 | 417 | 3 | 38 | 299 | 5 | Volume |
| 0.00 | 0.10 | 0.10 | 0.00 | 0.05 | 0.05 | 0.00 | 0.25 | 0.25 | 0.04 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.10 | V/C | | 0.00 | V/C | | 0.25 | V/C | | 0.04 | 0.392 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.10 | RTOG | | 0.25 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.11 | RTOR | | 0.05 | RTOR | | 0.00 | |
| RTC | | 0.13 | RTC | | 0.18 | RTC | | 0.29 | RTC | | 0.29 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.14 | Addl ICU | | -0.04 | Addl ICU | | -0.11 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.44 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 81 | 0 | 81 | 0 | 0 | 0 | 0 | 1664 | 53 | 87 | 2752 | 0 | Volume |
| 0.05 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.33 | 0.03 | 0.05 | 0.54 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.54 | 0.587 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | -0.05 | RTOG | | 0.49 | RTOG | | 0.54 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.05 | |
| RTC | | 0.21 | RTC | | -0.05 | RTC | | 0.52 | RTC | | 0.58 | |
| Addl ICU | | -0.16 | Addl ICU | | 0.05 | Addl ICU | | -0.49 | Addl ICU | | -0.58 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 69 | 145 | 0 | 0 | 98 | 24 | 24 | 0 | 94 | 0 | 0 | 0 | Volume |
| 0.04 | 0.09 | 0.00 | 0.00 | 0.06 | 0.01 | 0.01 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.04 | V/C | | 0.06 | V/C | | 0.01 | V/C | | 0.00 | 0.112 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.06 | RTOG | | 0.01 | RTOG | | -0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.04 | RTOR | | 0.01 | |
| RTC | | 0.11 | RTC | | 0.07 | RTC | | 0.04 | RTC | | 0.00 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.05 | Addl ICU | | 0.01 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.01 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.17 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 37 | 1663 | 0 | 0 | 1513 | 187 | Total Saturation |
| 0 | 0 | 0 | 22 | 0 | 37 | 9 | 408 | 0 | 0 | 291 | 36 | Volume |
| 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.04 | 0.25 | 0.25 | 0.00 | 0.00 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.25 | V/C | | 0.19 | 0.464 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.03 | RTOG | | 0.03 | RTOG | | 0.44 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.25 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.12 | RTC | | 0.21 | RTC | | 0.46 | RTC | | 0.21 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.17 | Addl ICU | | -0.46 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.51 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1690 | 10 | Total Saturation |
| 0 | 0 | 0 | 2 | 0 | 1 | 19 | 384 | 0 | 0 | 334 | 2 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.23 | 0.00 | 0.00 | 0.20 | 0.20 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.23 | V/C | | 0.00 | 0.228 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.23 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.03 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.02 | RTC | | 0.23 | RTC | | 0.22 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.02 | Addl ICU | | -0.23 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.28 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 54 | 15 | 38 | 58 | 18 | 85 | 79 | 1821 | 68 | 86 | 3061 | 100 | Volume |
| 0.03 | 0.01 | 0.02 | 0.03 | 0.01 | 0.05 | 0.05 | 0.36 | 0.04 | 0.05 | 0.60 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.01 | V/C | | 0.03 | V/C | | 0.05 | V/C | | 0.60 | 0.690 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.01 | RTOG | | 0.60 | RTOG | | 0.60 | Right Turn Adjustment |
| RTOR | | 0.29 | RTOR | | 0.05 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.23 | RTC | | 0.05 | RTC | | 0.62 | RTC | | 0.63 | |
| Addl ICU | | -0.20 | Addl ICU | | 0.00 | Addl ICU | | -0.58 | Addl ICU | | -0.57 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.74 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1640 | 60 | 1700 | 1529 | 171 | 1700 | 1584 | 116 | 1700 | 1490 | 210 | Total Saturation |
| 40 | 136 | 5 | 19 | 161 | 18 | 3 | 354 | 26 | 7 | 277 | 39 | Volume |
| 0.02 | 0.08 | 0.08 | 0.01 | 0.11 | 0.11 | 0.00 | 0.22 | 0.22 | 0.00 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.11 | V/C | | 0.22 | V/C | | 0.00 | 0.356 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.11 | RTOG | | 0.22 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.02 | RTOR | | 0.05 | |
| RTC | | 0.12 | RTC | | 0.14 | RTC | | 0.24 | RTC | | 0.26 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.03 | Addl ICU | | -0.02 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.41 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1360 | 340 | 1700 | 1700 | 1700 | 1700 | 3134 | 266 | 1700 | 3400 | 1700 | Total Saturation |
| 59 | 56 | 14 | 66 | 50 | 278 | 441 | 968 | 82 | 20 | 1058 | 108 | Volume |
| 0.03 | 0.04 | 0.04 | 0.04 | 0.03 | 0.16 | 0.26 | 0.31 | 0.31 | 0.01 | 0.31 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.04 | V/C | | 0.26 | V/C | | 0.31 | 0.651 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.05 | RTOG | | 0.56 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.26 | RTOR | | 0.26 | RTOR | | 0.05 | RTOR | | 0.04 | |
| RTC | | 0.24 | RTC | | 0.24 | RTC | | 0.60 | RTC | | 0.34 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.08 | Addl ICU | | -0.29 | Addl ICU | | -0.28 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Project | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 594 | 1106 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 88 | 48 | 148 | 69 | 22 | 41 | 70 | 1755 | 73 | 190 | 2963 | 182 | Volume |
| 0.05 | 0.03 | 0.09 | 0.04 | 0.04 | 0.04 | 0.04 | 0.34 | 0.04 | 0.06 | 0.58 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.03 | V/C | | 0.04 | V/C | | 0.04 | V/C | | 0.58 | 0.691 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.02 | RTOG | | 0.57 | RTOG | | 0.58 | Right Turn Adjustment |
| RTOR | | 0.28 | RTOR | | 0.04 | RTOR | | 0.03 | RTOR | | 0.04 | |
| RTC | | 0.24 | RTC | | 0.05 | RTC | | 0.59 | RTC | | 0.61 | |
| Addl ICU | | -0.15 | Addl ICU | | -0.01 | Addl ICU | | -0.55 | Addl ICU | | -0.50 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.74 | | | | | | | | | | | | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2013 – WITH STADIUM
PM PEAK HOUR**

IUSD High School #5 TIA
Year 2013 With Stadium

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base | | Future LOS | Future | | Change in |
|-------------------------------------|-------------|-------------|---------|---------------|-------------|---------|--------------|
| | | Del/ Veh | V/ C | | Del/ Veh | V/ C | |
| # 1 "B" St & Driveway 1 | A | 8.6 | 0.007 | A | 8.6 | 0.007 | + 0.000 D/V |
| # 2 "B" St & Driveway 2 | A | 8.6 | 0.034 | A | 8.6 | 0.034 | + 0.000 D/V |
| # 3 Driveway 3 & "LQ" St | A | 8.6 | 0.014 | A | 8.6 | 0.014 | + 0.000 D/V |
| # 4 Driveway 4 & "LQ" St | A | 9.0 | 0.023 | A | 9.0 | 0.023 | + 0.000 D/V |
| # 5 "LQ" St & Driveway 5 | A | 8.6 | 0.028 | A | 8.6 | 0.028 | + 0.000 D/V |
| # 6 "LQ" St & Driveway 6 | A | 9.2 | 0.070 | A | 9.2 | 0.070 | + 0.000 D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 D/V |
| #282 Jeffrey Rd & Portola Pkwy | A | xxxxxx | 0.349 | A | xxxxxx | 0.349 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | A | xxxxxx | 0.555 | A | xxxxxx | 0.555 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | A | xxxxxx | 0.484 | A | xxxxxx | 0.484 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | A | xxxxxx | 0.492 | A | xxxxxx | 0.492 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx | 0.294 | A | xxxxxx | 0.294 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | A | xxxxxx | 0.510 | A | xxxxxx | 0.510 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | A | xxxxxx | 0.394 | A | xxxxxx | 0.394 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | B | 18.3 | 0.433 | B | 18.3 | 0.433 | + 0.000 D/V |
| #304 Sand Canyon Ave & Marine Wy | B | xxxxxx | 0.625 | B | xxxxxx | 0.625 | + 0.000 V/C |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 19.4 | 0.737 | B | 19.4 | 0.737 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | A | xxxxxx | 0.298 | A | xxxxxx | 0.298 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | A | 5.3 | 0.408 | A | 5.3 | 0.408 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | A | 4.3 | 0.455 | A | 4.3 | 0.455 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | A | xxxxxx | 0.503 | A | xxxxxx | 0.503 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | A | xxxxxx | 0.420 | A | xxxxxx | 0.420 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx | 0.354 | A | xxxxxx | 0.354 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | A | xxxxxx | 0.454 | A | xxxxxx | 0.454 | + 0.000 V/C |

IUSD High School #5 TIA
Year 2013 With Stadium

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|-------------|-----------|-------|-------------|-----------|-------|--------------|
| | Del/ LOS | V/ Veh | C | Del/ LOS | V/ Veh | C | |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | B | 13.3 | 1.015 | B | 13.3 | 1.015 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | B | 18.6 | 0.668 | B | 18.6 | 0.668 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | B | xxxxxx | 0.601 | B | xxxxxx | 0.601 | + 0.000 V/C |
| #556 Ridge Valley & Portola Pkwy | A | xxxxxx | 0.206 | A | xxxxxx | 0.206 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | F | 60.9 | 0.544 | F | 60.9 | 0.544 | + 0.000 D/V |
| #571 Portola Springs & Portola Pkwy | A | xxxxxx | 0.149 | A | xxxxxx | 0.149 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | A | xxxxxx | 0.474 | A | xxxxxx | 0.474 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | F | 150.9 | 0.592 | F | 150.9 | 0.592 | + 0.000 D/V |

IUSD High School #5 TIA
Year 2013 With Stadium

Signal Warrant Summary Report

| Intersection | Base Met | Future Met |
|--------------------------------------|-------------|-------------|
| | [Del / Vol] | [Del / Vol] |
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #563 "B" St & Irvine Blvd | No / No | ??? / ??? |
| #800 "A-02" St/"LQ" St & Irvine Blvd | No / No | ??? / ??? |

IUSD High School #5 TIA
Year 2013 With Stadium

Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|--------------|----|---|--------------|---|---|------------|---|---|------------|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 64 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 8.6 | | | | | | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=7]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=166]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Year 2013 With Stadium

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|----------------------------------|--------------|----|---|--------------|----|---|------------|---|---|------------|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 64 | 0 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | | | | | | |
| Major Street Volume: | 159 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 7 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 710 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Year 2013 With Stadium

Peak Hour Delay Signal Warrant Report

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|--------------|---|----|---|--------------|----|----|---|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 57 | 0 | 0 | 53 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| ApproachDel: | xxxxxxx | | | | xxxxxxx | | | | xxxxxxx | | | | 8.6 | | | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=7]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=159]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Year 2013 With Stadium

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, FinalVolume, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

IUSD High School #5 TIA
Year 2013 With Stadium

Peak Hour Delay Signal Warrant Report

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Final Volume, and Approach Del.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=14]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=117]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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IUSD High School #5 TIA
Year 2013 With Stadium

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|---|----|--------------|---|---|---|----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | | 7 | 35 | 0 | | | 0 | 43 | 18 | | |
| Major Street Volume: | 103 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 14 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1068 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
Year 2013 With Stadium

Peak Hour Delay Signal Warrant Report

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Final Volume, and Approach Del.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=14]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=120]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

IUSD High School #5 TIA
Year 2013 With Stadium

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------------------|-------------|---|---|-------------|---|---|--------------|---|---|--------------|----|----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 7 | 0 | 7 | 35 | 0 | 0 | 0 | 53 | 18 |
| Major Street Volume: | 106 | | | | | | | | | | | |
| Minor Approach Volume: | 14 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1058 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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IUSD High School #5 TIA
Year 2013 With Stadium

Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Final Volume, and Approach Del.

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=29]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=78]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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IUSD High School #5 TIA
Year 2013 With Stadium

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|----------------------------------|--------------|---|---|--------------|----|---|------------|---|----|------------|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 7 | 0 | 0 | 42 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | | | | | | | |
| Major Street Volume: | 49 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 29 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1024 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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IUSD High School #5 TIA
Year 2013 With Stadium

Peak Hour Delay Signal Warrant Report

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Final Volume, and Approach Del.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=71]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=201]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

IUSD High School #5 TIA
Year 2013 With Stadium

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------------------|--------------|---|---|--------------|----|----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 7 | 0 | 0 | 35 | 88 | 64 | 0 | 7 | 0 | 0 | 0 |
| Major Street Volume: | 130 | | | | | | | | | | | |
| Minor Approach Volume: | 71 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1251 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
Year 2013 With Stadium

Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|--------------|---|----|---|--------------|---|---|-----|------------|-----|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 72 | | 0 | 0 | | 123 | | 133 | 0 | | 0 | | 0 | 0 | | 0 | | 0 |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | xxxxxx | | | | xxxxxx | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
Year 2013 With Stadium

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------------------|--------------|----|---|--------------|-----|-----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 72 | 0 | 0 | 123 | 133 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | 328 | | | | | | | | | | | |
| Minor Approach Volume: | 0 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 669 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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IUSD High School #5 TIA
Year 2013 With Stadium

Peak Hour Delay Signal Warrant Report

Intersection #563 "B" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Final Volume, and Approach Del.

Approach[northbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=72]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2610]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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IUSD High School #5 TIA
Year 2013 With Stadium

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #563 "B" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------------------|--------------------------------|---|---|-------------|---|---|--------------|-----|----|--------------|------|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 |
| FinalVolume: | 66 | 0 | 6 | 0 | 0 | 0 | 0 | 947 | 88 | 7 | 1496 | 0 |
| Major Street Volume: | 2538 | | | | | | | | | | | |
| Minor Approach Volume: | 72 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | -26 [less than minimum of 150] | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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IUSD High School #5 TIA
Year 2013 With Stadium

Peak Hour Delay Signal Warrant Report

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Lanes, Final Volume, and Approach Del.

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.5]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=72]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2493]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=7]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2493]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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IUSD High School #5 TIA
Year 2013 With Stadium

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------------------|-------------------------------|---|---|-------------|---|---|--------------|-----|-----|--------------|------|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 3 |
| FinalVolume: | 63 | 3 | 6 | 0 | 7 | 0 | 0 | 725 | 228 | 21 | 1440 | 0 |
| Major Street Volume: | 2414 | | | | | | | | | | | |
| Minor Approach Volume: | 72 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | -5 [less than minimum of 150] | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
Year 2013 With Stadium

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[8.6]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 1
Volume Module:
Base Vol: 0 64 0 0 95 0 0 0 0 0 0 0 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 64 0 0 95 0 0 0 0 0 0 0 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 64 0 0 95 0 0 0 0 0 0 0 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 64 0 0 95 0 0 0 0 0 0 0 7
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx 6.2
FollowUpTim:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx 3.3
Capacity Module:
Cnflct Vol: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx 64
Potent Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx 1006
Move Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx 1006
Volume/Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.01
Level of Service Module:
2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx 0.0
Control Del:xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx 8.6
LOS by Move: * * * * * * * * * * * * A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 8.6
ApproachLOS: * * * A

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Stadium

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: A[8.6]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 1
Volume Module:
Base Vol: 0 57 0 53 42 0 0 0 0 0 0 0 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 57 0 53 42 0 0 0 0 0 0 0 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 57 0 53 42 0 0 0 0 0 0 0 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 57 0 53 42 0 0 0 0 0 0 0 7
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxxx 6.2
FollowUpTim:xxxxxx xxxxx xxxxxx 2.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx 3.3
Capacity Module:
Cnflct Vol: xxxxx xxxxx xxxxxx 57 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx 57
Potent Cap.: xxxxx xxxxx xxxxxx 1560 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx 1015
Move Cap.: xxxxx xxxxx xxxxxx 1560 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx 1015
Volume/Cap: xxxxx xxxxx xxxxx 0.03 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.01
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxxx 0.1 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx 0.0
Control Del:xxxxxx xxxxx xxxxxx 7.4 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx 8.6
LOS by Move: * * * A * * * * * A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: * * * * * * * * * * *
ApproachDel: xxxxxxx xxxxxxx xxxxxxx 8.6
ApproachLOS: * * * A

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Stadium

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: A[8.6]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 0 1 1 0 1 0 0 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 0 0 14 7 35 0 0 43 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 14 7 35 0 0 43 18
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 14 7 35 0 0 43 18
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 0 0 14 7 35 0 0 43 18
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx 6.2 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx xxxx xxxx 52 61 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx xxxx xxxx 1021 1555 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx xxxx xxxx 1021 1555 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxx xxxx xxxx 0.01 0.00 xxxx xxxx xxxx xxxx xxxx
Level of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx 0.0 0.0 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx 8.6 7.3 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * * A A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * *
ApproachDel: xxxxxx 8.6 xxxxxx xxxxxx
ApproachLOS: * A * *

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Stadium

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[9.0]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 1! 0 0 1 0 1 0 0 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 7 0 7 35 0 0 0 53 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 7 0 7 35 0 0 0 53 18
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 7 0 7 35 0 0 0 53 18
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 7 0 7 35 0 0 0 53 18
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.4 6.5 6.2 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx 3.5 4.0 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 132 132 62 71 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 867 762 1009 1542 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 852 745 1009 1542 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxx 0.01 0.00 0.01 0.02 xxxx xxxxx xxxx xxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx 924 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx 9.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * A * * * * *
ApproachDel: xxxxxx 9.0 xxxxxxx xxxxxxx
ApproachLOS: * A * *

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Stadium

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[8.6]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 7 0 0 42 0 0 0 29 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 7 0 0 42 0 0 0 29 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 7 0 0 42 0 0 0 29 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 7 0 0 42 0 0 0 29 0 0 0
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxxx xxxxx xxxx 6.2 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxxx xxxxx xxxx 3.3 xxxxx xxxx xxxxx
Capacity Module:
Cnflct Vol: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx 42 xxxxx xxxxx xxxxx
Potent Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx 1034 xxxxx xxxxx xxxxx
Move Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx 1034 xxxxx xxxxx xxxxx
Volume/Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.03 xxxxx xxxxx xxxxx
Level of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx
Control Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx 8.6 xxxxx xxxxx xxxxx
LOS by Move: * * * * * * * * * * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 8.6 xxxxxx
ApproachLOS: * * * * * A *

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Stadium

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[9.2]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 1 0 0 0 0 0 1 0 1 0 0 0 0 0
Volume Module:
Base Vol: 0 7 0 0 35 88 64 0 7 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 7 0 0 35 88 64 0 7 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 7 0 0 35 88 64 0 7 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 7 0 0 35 88 64 0 7 0 0 0
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 6.4 xxxx 6.2 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx 3.3 xxxxx xxxx xxxxx
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx xxxx xxxx xxxxx 86 xxxx 79 xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 920 xxxx 987 xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 920 xxxx 987 xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxx xxxx xxxx xxxxx 0.07 xxxx 0.01 xxxx xxxx xxxxx
Level of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.2 xxxx 0.0 xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 9.2 xxxx 8.7 xxxxx xxxx xxxxx
LOS by Move: * * * * * A * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 9.2 xxxxxx
ApproachLOS: * * A *

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Stadium

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level of Service: A[0.0]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 1 0 0 0 0 1 0 1 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 72 0 0 123 133 0 0 0 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 72 0 0 123 133 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 72 0 0 123 133 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 72 0 0 123 133 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
Level of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * * *

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Stadium

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume categories and 12 rows of adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 3 rows of capacity analysis data.

IUSD High School #5 TIA
Year 2013 With Stadium

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2013 With Stadium

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and their values.

Saturation Flow Module: Table with 12 columns representing saturation flow values.

Capacity Analysis Module: Table with 12 columns representing capacity analysis values.

IUSD High School #5 TIA
Year 2013 With Stadium

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and their values.

Saturation Flow Module: Table with 12 columns representing saturation flow values.

Capacity Analysis Module: Table with 12 columns representing capacity analysis values.

IUSD High School #5 TIA
Year 2013 With Stadium

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.294
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Year 2013 With Stadium

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors across four directions.

Saturation Flow Module: Table with 12 columns for saturation flow and adjustment factors.

Capacity Analysis Module: Table with 12 columns for volume/saturation and critical moves.

IUSD High School #5 TIA
Year 2013 With Stadium

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.394
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and their values.

Saturation Flow Module: Table with 12 columns representing saturation flow values.

Capacity Analysis Module: Table with 12 columns representing capacity analysis values.

IUSD High School #5 TIA
Year 2013 With Stadium

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 0 Average Delay (sec/veh): 18.3
Optimal Cycle: 40 Level of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors for each bound.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Stadium

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Sand Canyon Ave & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2013 With Stadium

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 0 Average Delay (sec/veh): 19.4
Optimal Cycle: 87 Level of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume adjustments and their values.

Saturation Flow Module: Table with 12 columns representing saturation flow values and adjustments.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Stadium

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.298
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for saturation flow related metrics like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics like Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2013 With Stadium

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 0 Average Delay (sec/veh): 5.3
Optimal Cycle: 38 Level of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Stadium

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 0 Average Delay (sec/veh): 4.3
Optimal Cycle: 42 Level of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Stadium

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis. Rows include Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Year 2013 With Stadium

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for Vol/Sat and Crit Moves.

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Year 2013 With Stadium

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.354
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis. Rows include Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Year 2013 With Stadium

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis. Rows include Vol/Sat and Crit Moves.

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Year 2013 With Stadium

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.015
Loss Time (sec): 0 Average Delay (sec/veh): 13.3
Optimal Cycle: 180 Level of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Stadium

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 0 Average Delay (sec/veh): 18.6
Optimal Cycle: 69 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume adjustments and their values.

Saturation Flow Module: Table with 12 columns representing saturation flow values and adjustments.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Stadium

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics.

IUSD High School #5 TIA
Year 2013 With Stadium

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.206
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 15 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different traffic volumes and adjustment factors.

Saturation Flow Module: Table with 12 columns for saturation flow rates and adjustments.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics.

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Year 2013 With Stadium

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: F[60.9]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 3 0 1 1 0 3 0 0
Volume Module:
Base Vol: 66 0 6 0 0 0 0 0 947 88 7 1496 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 66 0 6 0 0 0 0 0 947 88 7 1496 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 66 0 6 0 0 0 0 0 947 88 7 1496 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 66 0 6 0 0 0 0 0 947 88 7 1496 0
Critical Gap Module:
Critical Gap: 6.8 xxxxx 6.9 xxxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxx xxxxxx 4.1 xxxxx xxxxxx
FollowUpTim: 3.5 xxxxx 3.3 xxxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxx xxxxxx
Capacity Module:
Cnflct Vol: 1460 xxxxx 316 xxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx 1035 xxxxx xxxxxx
Potent Cap.: 122 xxxxx 686 xxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx 679 xxxxx xxxxxx
Move Cap.: 121 xxxxx 686 xxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx 679 xxxxx xxxxxx
Volume/Cap: 0.54 xxxxx 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.01 xxxxx xxxxx
Level Of Service Module:
2Way95thQ: 2.6 xxxxx 0.0 xxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.0 xxxxx xxxxxx
Control Del: 65.5 xxxxx 10.3 xxxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx 10.4 xxxxx xxxxxx
LOS by Move: F * B * * * * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shrd ConDel: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: * * * * * * * * * * * * * * *
ApproachDel: 60.9 xxxxxxxx xxxxxxxx xxxxxxxx
ApproachLOS: F * * *

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2013 With Stadium

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.149
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 14 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow related metrics like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics like Vol/Sat, Crit Moves, etc.

IUSD High School #5 TIA
Year 2013 With Stadium

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics and 2 rows for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Year 2013 With Stadium

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: F[150.9]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 1 0 1 0 1 1 0 0 1 0 1 0 3 0 1 2 0 3 0 1
Volume Module:
Base Vol: 63 3 6 0 7 0 0 725 228 21 1440 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 63 3 6 0 7 0 0 725 228 21 1440 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 63 3 6 0 7 0 0 725 228 21 1440 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 63 3 6 0 7 0 0 725 228 21 1440 0
Critical Gap Module:
Critical Gap: 7.5 6.5 6.9 7.5 6.5 6.9 xxxxx xxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 xxxxx xxxx xxxxx 2.2 xxxxx xxxxx
Capacity Module:
Cnflct Vol: 1251 2207 242 1725 2435 480 xxxxx xxxx xxxxx 953 xxxxx xxxxx
Potent Cap.: 131 45 765 58 32 537 xxxxx xxxx xxxxx 729 xxxxx xxxxx
Move Cap.: 106 44 765 54 31 537 xxxxx xxxx xxxxx 729 xxxxx xxxxx
Volume/Cap: 0.59 0.07 0.01 0.00 0.22 0.00 xxxxx xxxx xxxxx 0.03 xxxxx xxxxx
Level Of Service Module:
2Way95thQ: 2.9 0.2 0.0 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.1 xxxxx xxxxx
Control Del: 79.2 93.6 9.7 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 10.1 xxxxx xxxxx
LOS by Move: F F A * * * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxx xxxxx xxxxx 31 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
SharedQueue: xxxxx xxxx xxxxx xxxxx xxxxx 0.7 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: xxxxx xxxx xxxxx xxxxx xxxxx 150.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * F * * * * *
ApproachDel: 74.0 150.9 xxxxxxx xxxxxxx
ApproachLOS: F F * *

Note: Queue reported is the number of cars per lane.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 64 | 0 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | Volume |
| 0.00 | 0.04 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.00 | 0.056 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.06 | RTOG | | 0.06 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | |
| RTC | | 0.06 | RTC | | 0.06 | RTC | | 0.00 | RTC | | 0.01 | |
| Addl ICU | | -0.06 | Addl ICU | | -0.06 | Addl ICU | | 0.00 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.11 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 850 | Total Saturation |
| 0 | 57 | 0 | 53 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | Volume |
| 0.00 | 0.03 | 0.00 | 0.03 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.03 | V/C | | 0.03 | V/C | | 0.00 | V/C | | 0.00 | 0.065 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.06 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.03 | |
| RTC | | 0.03 | RTC | | 0.06 | RTC | | 0.03 | RTC | | 0.02 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.06 | Addl ICU | | -0.03 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.11 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | | | | | | |
|--|------|-------|-----------|-----------|------|----------|------|-----------|--------------|-------|------|----------------------------|--|------|--|-----------------------|--|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | | | | | | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | | | | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes | | | | | |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane | | | | | |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1198 | 502 | Total Saturation | | | | | |
| 0 | 0 | 0 | 0 | 0 | 14 | 7 | 35 | 0 | 0 | 43 | 18 | Volume | | | | | |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | 0.00 | 0.00 | 0.04 | 0.04 | Vol/Sat | | | | | |
| <i>Critical Movements</i> | | | | | | | | | | | | | | | | | |
| Direction | | N/A | | Direction | | SBT | | Direction | | EBL | | Direction | | WBT | | Initial ICU | |
| V/C | | 0.00 | | V/C | | 0.00 | | V/C | | 0.00 | | V/C | | 0.04 | | 0.040 | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | | | | | | |
| RTOG | | 0.00 | | RTOG | | 0.00 | | RTOG | | 0.04 | | RTOG | | 0.04 | | Right Turn Adjustment | |
| RTOR | | 0.02 | | RTOR | | 0.00 | | RTOR | | 0.00 | | RTOR | | 0.00 | | | |
| RTC | | 0.01 | | RTC | | 0.00 | | RTC | | 0.04 | | RTC | | 0.04 | | | |
| Addl ICU | | -0.01 | | Addl ICU | | 0.01 | | Addl ICU | | -0.04 | | Addl ICU | | 0.00 | | | |
| 0.00 | | | | 0.01 | | | | 0.00 | | | | 0.00 | | 0.01 | | | |
| | | | | | | | | | | | | Clearance Interval | | 0.05 | | | |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | | 0.10 | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 0 | 0 | 0 | 1269 | 431 | Total Saturation |
| 0 | 0 | 0 | 7 | 0 | 7 | 35 | 0 | 0 | 0 | 53 | 18 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.02 | 0.00 | 0.00 | 0.00 | 0.04 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.02 | V/C | | 0.04 | 0.071 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.01 | RTOG | | 0.06 | RTOG | | 0.04 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.02 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.04 | RTC | | 0.02 | RTC | | 0.07 | RTC | | 0.05 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.02 | Addl ICU | | -0.07 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.12 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 7 | 0 | 0 | 42 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.02 | V/C | | 0.00 | V/C | | 0.00 | 0.025 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.02 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | |
| RTC | | 0.02 | RTC | | 0.02 | RTC | | 0.00 | RTC | | 0.02 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.02 | Addl ICU | | 0.02 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.02 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.09 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 484 | 1216 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 7 | 0 | 0 | 35 | 88 | 64 | 0 | 7 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.07 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.07 | V/C | | 0.04 | V/C | | 0.00 | 0.110 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.07 | RTOG | | 0.04 | RTOG | | -0.04 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.00 | RTOR | | 0.07 | |
| RTC | | 0.10 | RTC | | 0.10 | RTC | | 0.04 | RTC | | 0.01 | |
| Addl ICU | | -0.10 | Addl ICU | | -0.03 | Addl ICU | | -0.03 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.16 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 72 | 0 | 0 | 123 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.04 | 0.00 | 0.00 | 0.07 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.00 | 0.072 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.07 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.03 | |
| RTC | | 0.07 | RTC | | 0.07 | RTC | | 0.00 | RTC | | 0.02 | |
| Addl ICU | | -0.07 | Addl ICU | | 0.01 | Addl ICU | | 0.00 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.01 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.13 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 465 | 12 | 51 | 10 | 12 | 24 | 9 | 222 | 158 | 39 | 511 | 4 | Volume |
| 0.14 | 0.01 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.07 | 0.09 | 0.01 | 0.15 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.14 | | V/C | 0.01 | | V/C | 0.01 | | V/C | 0.15 | | 0.299 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.14 | | RTOG | 0.01 | | RTOG | 0.14 | | RTOG | 0.15 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.01 | | RTOR | 0.14 | | RTOR | 0.14 | | |
| RTC | 0.21 | | RTC | 0.01 | | RTC | 0.25 | | RTC | 0.25 | | |
| Addl ICU | -0.21 | | Addl ICU | 0.00 | | Addl ICU | -0.15 | | Addl ICU | -0.25 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.35 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 0 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 4041 | 1059 | 3400 | 3400 | 1700 | Total Saturation |
| 320 | 361 | 231 | 57 | 135 | 16 | 22 | 748 | 196 | 269 | 1284 | 153 | Volume |
| 0.09 | 0.07 | 0.00 | 0.02 | 0.03 | 0.01 | 0.01 | 0.19 | 0.19 | 0.08 | 0.38 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.09 | | V/C | 0.03 | | V/C | 0.01 | | V/C | 0.38 | | 0.505 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.10 | | RTOG | 0.03 | | RTOG | 0.31 | | RTOG | 0.38 | | Right Turn Adjustment |
| RTOR | 0.20 | | RTOR | 0.01 | | RTOR | 0.09 | | RTOR | 0.05 | | |
| RTC | 0.25 | | RTC | 0.03 | | RTC | 0.38 | | RTC | 0.42 | | |
| Addl ICU | -0.25 | | Addl ICU | -0.02 | | Addl ICU | -0.19 | | Addl ICU | -0.33 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.55 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 1700 | 1700 | Total Saturation |
| 289 | 816 | 398 | 65 | 433 | 104 | 87 | 180 | 106 | 165 | 149 | 65 | Volume |
| 0.09 | 0.16 | 0.23 | 0.02 | 0.08 | 0.06 | 0.05 | 0.05 | 0.06 | 0.05 | 0.09 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.02 | V/C | | 0.05 | V/C | | 0.09 | 0.318 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.09 | RTOG | | 0.09 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.05 | RTOR | | 0.09 | RTOR | | 0.02 | |
| RTC | | 0.22 | RTC | | 0.13 | RTC | | 0.16 | RTC | | 0.10 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.07 | Addl ICU | | -0.10 | Addl ICU | | -0.06 | |
| | | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 167 | 1408 | 259 | 12 | 691 | 81 | 192 | 140 | 118 | 142 | 142 | 53 | Volume |
| 0.05 | 0.28 | 0.15 | 0.00 | 0.14 | 0.05 | 0.06 | 0.04 | 0.07 | 0.04 | 0.04 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.28 | | V/C | 0.00 | | V/C | 0.06 | | V/C | 0.04 | | 0.378 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.28 | | RTOG | 0.23 | | RTOG | 0.06 | | RTOG | 0.04 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.06 | | RTOR | 0.14 | | RTOR | 0.00 | | |
| RTC | 0.32 | | RTC | 0.27 | | RTC | 0.16 | | RTC | 0.04 | | |
| Addl ICU | -0.17 | | Addl ICU | -0.23 | | Addl ICU | -0.10 | | Addl ICU | -0.01 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.43 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 427 | 0 | 321 | 0 | 0 | 0 | 0 | 224 | 73 | 180 | 208 | 0 | Volume |
| 0.13 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.05 | 0.06 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.13 | | V/C | 0.00 | | V/C | 0.07 | | V/C | 0.05 | | 0.244 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.13 | | RTOG | -0.13 | | RTOG | 0.07 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.05 | | RTOR | 0.06 | | RTOR | 0.13 | | RTOR | 0.13 | | |
| RTC | 0.17 | | RTC | -0.08 | | RTC | 0.16 | | RTC | 0.21 | | |
| Addl ICU | -0.07 | | Addl ICU | 0.08 | | Addl ICU | -0.16 | | Addl ICU | -0.21 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 345 | 524 | 391 | 83 | 216 | 77 | 139 | 641 | 108 | 309 | 1298 | 225 | Volume |
| 0.10 | 0.10 | 0.12 | 0.02 | 0.06 | 0.05 | 0.04 | 0.09 | 0.06 | 0.09 | 0.25 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.10 | | V/C | 0.06 | | V/C | 0.04 | | V/C | 0.25 | | 0.460 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.14 | | RTOG | 0.06 | | RTOG | 0.20 | | RTOG | 0.25 | | Right Turn Adjustment |
| RTOR | 0.20 | | RTOR | 0.04 | | RTOR | 0.10 | | RTOR | 0.06 | | |
| RTC | 0.29 | | RTC | 0.09 | | RTC | 0.28 | | RTC | 0.30 | | |
| Addl ICU | -0.18 | | Addl ICU | -0.05 | | Addl ICU | -0.22 | | Addl ICU | -0.17 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.51 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 154 | 1435 | 3 | 8 | 569 | 107 | 177 | 4 | 72 | 11 | 29 | 12 | Volume |
| 0.05 | 0.28 | 0.00 | 0.00 | 0.11 | 0.06 | 0.05 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.28 | V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.01 | 0.341 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.28 | RTOG | | 0.24 | RTOG | | 0.05 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.05 | RTOR | | 0.17 | RTOR | | 0.00 | |
| RTC | | 0.32 | RTC | | 0.28 | RTC | | 0.18 | RTC | | 0.01 | |
| Addl ICU | | -0.32 | Addl ICU | | -0.21 | Addl ICU | | -0.18 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.39 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 2 | 1 | 1.5 | 0.5 | 1 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 1700 | 3400 | 1700 | 3319 | 81 | 1700 | 1700 | 850 | 850 | Total Saturation |
| 615 | 1148 | 21 | 1 | 507 | 155 | 411 | 10 | 139 | 6 | 1 | 1 | Volume |
| 0.18 | 0.68 | 0.01 | 0.00 | 0.15 | 0.09 | 0.12 | 0.12 | 0.08 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.68 | V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.00 | 0.803 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.68 | RTOG | | 0.50 | RTOG | | 0.12 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.13 | RTOR | | 0.53 | RTOR | | 0.00 | |
| RTC | | 0.68 | RTC | | 0.59 | RTC | | 0.52 | RTC | | 0.00 | |
| Addl ICU | | -0.67 | Addl ICU | | -0.50 | Addl ICU | | -0.44 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.85 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #304 Sand Canyon Ave (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 3400 | 1700 | 3400 | 3400 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 | Total Saturation |
| 0 | 1682 | 58 | 44 | 633 | 0 | 0 | 0 | 0 | 84 | 0 | 114 | Volume |
| 0.00 | 0.49 | 0.03 | 0.01 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.49 | V/C | | 0.01 | V/C | | 0.00 | V/C | | 0.05 | 0.557 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.49 | RTOG | | 0.51 | RTOG | | -0.05 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.32 | RTOR | | 0.01 | |
| RTC | | 0.53 | RTC | | 0.54 | RTC | | 0.19 | RTC | | 0.06 | |
| Addl ICU | | -0.50 | Addl ICU | | -0.54 | Addl ICU | | -0.19 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.62 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 1 | 2 | 2 | 0 | 1.5 | 0.5 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 1700 | 3400 | 3400 | 0 | 3376 | 24 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 1339 | 263 | 220 | 506 | 0 | 416 | 3 | 290 | 0 | 0 | 0 | Volume |
| 0.00 | 0.79 | 0.15 | 0.06 | 0.15 | 0.00 | 0.12 | 0.12 | 0.11 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.79 | V/C | | 0.06 | V/C | | 0.12 | V/C | | 0.00 | 0.976 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.79 | RTOG | | 0.85 | RTOG | | 0.12 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.12 | RTOR | | 0.70 | RTOR | | 0.06 | |
| RTC | | 0.79 | RTC | | 0.94 | RTC | | 0.65 | RTC | | 0.05 | |
| Addl ICU | | -0.63 | Addl ICU | | -0.94 | Addl ICU | | -0.54 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 1.03 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3264 | 136 | 1700 | 3395 | 5 | 1700 | 0 | 1700 | 1700 | 0 | 850 | Total Saturation |
| 7 | 1413 | 59 | 85 | 656 | 1 | 5 | 0 | 3 | 47 | 0 | 64 | Volume |
| 0.00 | 0.43 | 0.43 | 0.05 | 0.19 | 0.19 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.43 | V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.03 | 0.511 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.43 | RTOG | | 0.48 | RTOG | | 0.00 | RTOG | | 0.02 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.29 | RTOR | | 0.05 | |
| RTC | | 0.45 | RTC | | 0.50 | RTC | | 0.22 | RTC | | 0.06 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.31 | Addl ICU | | -0.22 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.57 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 0 | 2 | 1.0 | 1.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 503 | 1197 | 3400 | 1700 | 1700 | Total Saturation |
| 11 | 475 | 7 | 18 | 287 | 32 | 162 | 21 | 50 | 17 | 10 | 165 | Volume |
| 0.01 | 0.09 | 0.00 | 0.01 | 0.08 | 0.02 | 0.05 | 0.04 | 0.04 | 0.01 | 0.01 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.09 | V/C | | 0.01 | V/C | | 0.05 | V/C | | 0.01 | 0.157 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.10 | RTOG | | 0.05 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.05 | RTOR | | 0.02 | RTOR | | 0.01 | |
| RTC | | 0.10 | RTC | | 0.13 | RTC | | 0.06 | RTC | | 0.01 | |
| Addl ICU | | -0.10 | Addl ICU | | -0.11 | Addl ICU | | -0.02 | Addl ICU | | 0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.08 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.29 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 24 | 0 | 145 | 0 | 1103 | 67 | 65 | 1850 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.04 | 0.00 | 0.22 | 0.04 | 0.04 | 0.36 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.00 | V/C | | 0.36 | 0.377 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.01 | RTOG | | 0.32 | RTOG | | 0.36 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.00 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.10 | RTC | | 0.01 | RTC | | 0.34 | RTC | | 0.37 | |
| Addl ICU | | -0.10 | Addl ICU | | 0.03 | Addl ICU | | -0.30 | Addl ICU | | -0.37 | |
| | | 0.00 | | | 0.03 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.46 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 122 | 0 | 97 | 0 | 0 | 0 | 0 | 925 | 194 | 0 | 1778 | 201 | Volume |
| 0.07 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.00 | 0.00 | 0.52 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.52 | 0.595 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | -0.07 | RTOG | | 0.52 | RTOG | | 0.52 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.00 | RTOR | | 0.07 | RTOR | | 0.07 | |
| RTC | | 0.26 | RTC | | -0.07 | RTC | | 0.58 | RTC | | 0.58 | |
| Addl ICU | | -0.20 | Addl ICU | | 0.07 | Addl ICU | | -0.58 | Addl ICU | | -0.46 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | f | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 0 | 0 | 0 | 0 | 0 | 5100 | 1700 | 3400 | 5100 | 0 | Total Saturation |
| 581 | 0 | 233 | 0 | 0 | 0 | 0 | 720 | 74 | 142 | 1437 | 0 | Volume |
| 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.14 | 0.04 | 0.04 | 0.28 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.17 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.28 | | 0.453 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.17 | | RTOG | -0.17 | | RTOG | 0.24 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.00 | | RTOR | 0.17 | | RTOR | 0.17 | | |
| RTC | 0.28 | | RTC | -0.17 | | RTC | 0.37 | | RTC | 0.41 | | |
| Addl ICU | -0.28 | | Addl ICU | 0.17 | | Addl ICU | -0.32 | | Addl ICU | -0.41 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.50 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5050 | 50 | 1700 | 623 | 1077 | 1700 | 1700 | 1700 | Total Saturation |
| 21 | 821 | 363 | 26 | 400 | 4 | 5 | 37 | 64 | 139 | 15 | 72 | Volume |
| 0.01 | 0.16 | 0.00 | 0.02 | 0.08 | 0.08 | 0.00 | 0.06 | 0.06 | 0.08 | 0.01 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.16 | V/C | | 0.02 | V/C | | 0.06 | V/C | | 0.08 | 0.317 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.16 | RTOG | | 0.06 | RTOG | | 0.14 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.13 | RTOR | | 0.10 | RTOR | | 0.02 | |
| RTC | | 0.22 | RTC | | 0.26 | RTC | | 0.13 | RTC | | 0.15 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.18 | Addl ICU | | -0.07 | Addl ICU | | -0.11 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.37 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5094 | 6 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 8 | 969 | 360 | 60 | 890 | 1 | 18 | 23 | 72 | 281 | 7 | 97 | Volume |
| 0.00 | 0.19 | 0.00 | 0.02 | 0.17 | 0.17 | 0.01 | 0.01 | 0.00 | 0.08 | 0.00 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.19 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.08 | 0.304 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.20 | RTOG | | 0.01 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.09 | RTOR | | 0.03 | RTOR | | 0.02 | |
| RTC | | 0.25 | RTC | | 0.27 | RTC | | 0.04 | RTC | | 0.10 | |
| Addl ICU | | -0.25 | Addl ICU | | -0.10 | Addl ICU | | -0.04 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.35 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2267 | 1133 | Total Saturation |
| 9 | 667 | 341 | 95 | 768 | 385 | 578 | 541 | 5 | 129 | 170 | 85 | Volume |
| 0.01 | 0.13 | 0.00 | 0.03 | 0.15 | 0.00 | 0.17 | 0.16 | 0.00 | 0.04 | 0.08 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.13 | V/C | | 0.15 | V/C | | 0.17 | V/C | | 0.08 | 0.526 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.15 | RTOG | | 0.21 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.17 | RTOR | | 0.01 | RTOR | | 0.03 | |
| RTC | | 0.20 | RTC | | 0.28 | RTC | | 0.21 | RTC | | 0.09 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.28 | Addl ICU | | -0.21 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.58 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 1237 | 3863 | 0 | 0 | 0 | 2550 | 0 | 2550 | Total Saturation |
| 0 | 2383 | 1032 | 0 | 853 | 2665 | 0 | 0 | 0 | 43 | 0 | 234 | Volume |
| 0.00 | 0.47 | 0.00 | 0.00 | 0.69 | 0.69 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.02 | 0.017 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.69 | RTOG | | 0.47 | RTOG | | -0.02 | RTOG | | 0.02 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.70 | RTC | | 0.48 | RTC | | -0.02 | RTC | | 0.02 | |
| Addl ICU | | -0.70 | Addl ICU | | 0.21 | Addl ICU | | 0.02 | Addl ICU | | 0.07 | |
| | | 0.00 | | | 0.21 | | | 0.00 | | | 0.07 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.35 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 4736 | 364 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 1262 | 97 | 0 | 382 | 503 | 2119 | 0 | 183 | 0 | 0 | 0 | Volume |
| 0.00 | 0.27 | 0.27 | 0.00 | 0.07 | 0.00 | 0.42 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.27 | V/C | | 0.00 | V/C | | 0.42 | V/C | | 0.00 | 0.682 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.27 | RTOG | | 0.42 | RTOG | | -0.42 | Right Turn Adjustment |
| RTOR | | 0.42 | RTOR | | 0.42 | RTOR | | 0.19 | RTOR | | 0.00 | |
| RTC | | 0.58 | RTC | | 0.58 | RTC | | 0.56 | RTC | | -0.42 | |
| Addl ICU | | -0.31 | Addl ICU | | -0.58 | Addl ICU | | -0.45 | Addl ICU | | 0.42 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.73 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1133 | 567 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 50 | 4 | 2 | 13 | 3 | 25 | 25 | 279 | 87 | 7 | 150 | 14 | Volume |
| 0.03 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.16 | 0.05 | 0.00 | 0.09 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.00 | V/C | | 0.16 | V/C | | 0.00 | 0.199 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.00 | RTOG | | 0.16 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.03 | RTC | | 0.06 | RTC | | 0.19 | RTC | | 0.17 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.05 | Addl ICU | | -0.14 | Addl ICU | | -0.17 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.25 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 66 | 0 | 6 | 0 | 0 | 0 | 0 | 947 | 88 | 7 | 1496 | 0 | Volume |
| 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 | 0.05 | 0.00 | 0.29 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.29 | 0.332 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | -0.04 | RTOG | | 0.29 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.12 | RTC | | -0.04 | RTC | | 0.32 | RTC | | 0.32 | |
| Addl ICU | | -0.12 | Addl ICU | | 0.04 | Addl ICU | | -0.27 | Addl ICU | | -0.32 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 0 | 2720 | 680 | 1700 | 3400 | 1700 | 1700 | 3378 | 22 | Total Saturation |
| 59 | 1 | 21 | 0 | 4 | 1 | 2 | 256 | 68 | 9 | 151 | 1 | Volume |
| 0.02 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.04 | 0.01 | 0.04 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.00 | V/C | | 0.08 | V/C | | 0.01 | 0.099 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.00 | RTOG | | 0.08 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.04 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.02 | RTC | | 0.03 | RTC | | 0.09 | RTC | | 0.09 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.03 | Addl ICU | | -0.05 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.15 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 3 | 0 | 0 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 5100 | 0 | 11 | 5089 | 1700 | Total Saturation |
| 0 | 0 | 11 | 47 | 0 | 36 | 73 | 926 | 0 | 4 | 1833 | 104 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | 0.04 | 0.18 | 0.00 | 0.36 | 0.36 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.18 | V/C | | 0.36 | 0.556 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.01 | RTOG | | 0.18 | RTOG | | 0.50 | Right Turn Adjustment |
| RTOR | | 0.36 | RTOR | | 0.18 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.27 | RTC | | 0.15 | RTC | | 0.19 | RTC | | 0.51 | |
| Addl ICU | | -0.27 | Addl ICU | | -0.13 | Addl ICU | | -0.19 | Addl ICU | | -0.45 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.61 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2013 With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 0.0 | 1 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 3400 | 5100 | 0 | Total Saturation |
| 63 | 3 | 6 | 0 | 7 | 0 | 0 | 725 | 228 | 21 | 1440 | 0 | Volume |
| 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.14 | 0.13 | 0.01 | 0.28 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.28 | 0.319 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.00 | RTOG | | 0.28 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.14 | RTC | | 0.00 | RTC | | 0.30 | RTC | | 0.31 | |
| Addl ICU | | -0.14 | Addl ICU | | 0.00 | Addl ICU | | -0.17 | Addl ICU | | -0.31 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.37 | | | | | | | | | | | | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2017 – WITH STADIUM
2011 APPROVED PROJECT
PM PEAK HOUR**

IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

Impact Analysis Report
 Level Of Service

| Intersection | LOS | Base | | LOS | Future | | Change in | |
|-------------------------------------|-----|-------------|---------|-----|-------------|---------|--------------|-----|
| | | Del/ Veh | V/ C | | Del/ Veh | V/ C | | |
| # 1 "B" St & Driveway 1 | A | 8.6 | 0.007 | A | 8.6 | 0.007 | + 0.000 | D/V |
| # 2 "B" St & Driveway 2 | A | 8.6 | 0.034 | A | 8.6 | 0.034 | + 0.000 | D/V |
| # 3 Driveway 3 & "LQ" St | A | 8.6 | 0.014 | A | 8.6 | 0.014 | + 0.000 | D/V |
| # 4 Driveway 4 & "LQ" St | A | 9.0 | 0.023 | A | 9.0 | 0.023 | + 0.000 | D/V |
| # 5 "LQ" St & Driveway 5 | A | 8.6 | 0.028 | A | 8.6 | 0.028 | + 0.000 | D/V |
| # 6 "LQ" St & Driveway 6 | A | 9.2 | 0.070 | A | 9.2 | 0.070 | + 0.000 | D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 | D/V |
| #282 Jeffrey Rd & Portola Pkwy | A | xxxxxx | 0.349 | A | xxxxxx | 0.349 | + 0.000 | V/C |
| #283 Jeffrey Rd & Irvine Blvd | A | xxxxxx | 0.555 | A | xxxxxx | 0.555 | + 0.000 | V/C |
| #284 Jeffrey Rd & Bryan Ave | A | xxxxxx | 0.484 | A | xxxxxx | 0.484 | + 0.000 | V/C |
| #285 Jeffrey Rd & Trabuco Rd | A | xxxxxx | 0.492 | A | xxxxxx | 0.492 | + 0.000 | V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx | 0.294 | A | xxxxxx | 0.294 | + 0.000 | V/C |
| #301 Sand Canyon Ave & Irvine Blvd | A | xxxxxx | 0.510 | A | xxxxxx | 0.510 | + 0.000 | V/C |
| #302 Sand Canyon Ave & Trabuco Rd | A | xxxxxx | 0.394 | A | xxxxxx | 0.394 | + 0.000 | V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | B | 18.3 | 0.433 | B | 18.3 | 0.433 | + 0.000 | D/V |
| #304 Sand Canyon Ave & Marine Wy | B | xxxxxx | 0.625 | B | xxxxxx | 0.625 | + 0.000 | V/C |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 19.4 | 0.737 | B | 19.4 | 0.737 | + 0.000 | D/V |
| #306 Sand Canyon Ave & Oak Canyon R | A | xxxxxx | 0.298 | A | xxxxxx | 0.298 | + 0.000 | V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | A | 5.3 | 0.408 | A | 5.3 | 0.408 | + 0.000 | D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | A | 4.3 | 0.455 | A | 4.3 | 0.455 | + 0.000 | D/V |
| #338 Alton Pkwy & Irvine Blvd | A | xxxxxx | 0.503 | A | xxxxxx | 0.503 | + 0.000 | V/C |
| #339 Alton Pkwy & Toledo Wy | A | xxxxxx | 0.420 | A | xxxxxx | 0.420 | + 0.000 | V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx | 0.354 | A | xxxxxx | 0.354 | + 0.000 | V/C |

IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #341 Alton Pkwy & Barranca Pkwy | A xxxxxx | 0.454 | A xxxxxx | 0.454 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | B 13.3 | 1.015 | B 13.3 | 1.015 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | B 18.6 | 0.668 | B 18.6 | 0.668 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | B xxxxxx | 0.601 | B xxxxxx | 0.601 | + 0.000 V/C |
| #556 Ridge Valley & Portola Pkwy | A xxxxxx | 0.206 | A xxxxxx | 0.206 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | F 60.9 | 0.544 | F 60.9 | 0.544 | + 0.000 D/V |
| #571 Portola Springs & Portola Pkwy | A xxxxxx | 0.149 | A xxxxxx | 0.149 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | A xxxxxx | 0.474 | A xxxxxx | 0.474 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | F 150.9 | 0.592 | F 150.9 | 0.592 | + 0.000 D/V |

IUSD High School #5 TIA
Year 2013 With Project
2011 Approved Project

Signal Warrant Summary Report

| Intersection | Base Met | Future Met |
|--------------------------------------|-------------|-------------|
| | [Del / Vol] | [Del / Vol] |
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #563 "B" St & Irvine Blvd | No / No | ??? / ??? |
| #800 "A-02" St/"LQ" St & Irvine Blvd | No / No | ??? / ??? |

IUSD High School #5 TIA
Year 2013 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Delay.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=7]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=166]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

 IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 64 | | 0 | 0 | | 95 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 7 |
| Major Street Volume: | | | | | 159 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 7 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 710 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Year 2013 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Delay.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=7]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=159]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|----|---|----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 57 | | 0 | 53 | | 42 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 7 |
| Major Street Volume: | | | | | 152 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 7 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 934 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

 Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|--------------|-------------|---|---|---|-------------|---|---|----|--------------|----|---|---|--------------|----|----|---|
| Movement: | L | T | R | | L | T | R | | L | T | R | | L | T | R | |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 7 | 35 | 0 | 0 | 0 | 43 | 18 | 0 |
| ApproachDel: | xxxxxx | | | | 8.6 | | | | xxxxxx | | | | xxxxxx | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=14]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=117]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|---|----|--------------|---|---|---|----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | | 7 | 35 | 0 | | | 0 | 43 | 18 | | |
| Major Street Volume: | | | | | 103 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 14 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 1068 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|---|---|--------------|----|----|---|
| Movement: | L | T | R | | L | T | R | | L | T | R | | L | T | R | |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 35 | 0 | 0 | 0 | 0 | 53 | 18 | |
| ApproachDel: | xxxxxx | | | | 9.0 | | | | xxxxxx | | | | xxxxxx | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=14]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=120]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|---|--------------|---|---|---|----|----|----|----|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 7 | 7 | 35 | 0 | 0 | 0 | 0 | 0 | 53 | 18 | 18 | 18 |
| Major Street Volume: | 106 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 14 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1058 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Year 2013 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, FinalVolume, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=29]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=78]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

 IUSD High School #5 TIA
 Year 2013 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|---|---|--------------|---|---|----|------------|---|---|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 7 | | 0 | 0 | | 42 | | 0 | 0 | | 0 | | 29 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 49 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 29 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1024 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Year 2013 With Project
2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, FinalVolume, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=71]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=201]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|---|---|--------------|---|---|----|------------|----|-----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 7 | | 0 | 0 | | 35 | | 88 | 64 | | 0 | | 7 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | | | | | | | 130 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 71 | | | | | | | | | |
| Minor Approach Volume Threshold: | 1251 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
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Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|----|---|--------------|-----|-----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 72 | 0 | 0 | 123 | 133 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|-----|------------|-----|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 72 | | 0 | 0 | | 123 | | 133 | 0 | | 0 | | 0 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 328 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 0 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 669 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

Intersection #563 "B" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Lanes, FinalVolume, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=72]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2610]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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 IUSD High School #5 TIA
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #563 "B" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|----------------------------------|--------------------------------|---|---|-------------|---|---|--------------|---|---|--------------|----|---|------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | | | | | | |
| Lanes: | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 0 |
| FinalVolume: | 66 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 947 | 88 | 7 | 1496 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Major Street Volume: | 2538 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 72 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | -26 [less than minimum of 150] | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
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Peak Hour Delay Signal Warrant Report

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Lanes, Final Volume, and Approach Del.

Approach[northbound][lanes=3][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.5]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=72]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2493]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=7]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2493]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Year 2013 With Project
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | |
|----------------------------------|-------------------------------|---|---|-------------|---|---|--------------|-----|-----|--------------|------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| FinalVolume: | 63 | 3 | 6 | 0 | 7 | 0 | 0 | 725 | 228 | 21 | 1440 | 0 | | | | |
| Major Street Volume: | 2414 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 72 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | -5 [less than minimum of 150] | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[8.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of volume-related metrics.

Critical Gap Module table with 12 columns and 2 rows of critical gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity-related metrics.

Level of Service Module table with 12 columns and 10 rows of level of service and delay data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: A[8.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustments for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time values.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, move capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: A[8.6]

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[9.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for North, South, East, West.

Critical Gap Module: Table with 12 columns for gap components (Critical Gp, FollowUpTim) and 4 columns for North, South, East, West.

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for North, South, East, West.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for North, South, East, West.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[8.6]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 1 0 0).

Volume Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Critical Gap (6.2), FollowUpTim (3.3).

Capacity Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Cnflct Vol (42), Potent Cap. (1034), Move Cap. (1034), Volume/Cap (0.03).

Level of Service Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for 2Way95thQ (0.1), Control Del (8.6), LOS by Move (A), Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel (8.6), ApproachLOS (A).

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[9.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) across four directions.

Critical Gap Module: Table with 12 columns for Critical Gap and FollowUpTime across four directions.

Capacity Module: Table with 12 columns for Capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) across four directions.

Level of Service Module: Table with 12 columns for Level of Service components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) across four directions.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 7 rows of adjustment factors like Base Vol, Growth Adj, etc.

Critical Gap Module table with 12 columns and 2 rows of gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity-related data like Conflict Vol, Potent Cap, etc.

Level of Service Module table with 12 columns and 8 rows of LOS-related data like 2Way95thQ, Control Del, etc.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume types and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity analysis values and 2 rows for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes. Includes data for protected movements and lane configurations.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Data for each approach and movement.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Data for each approach and movement.

Capacity Analysis Module: Vol/Sat, Crit Moves. Data for each approach and movement.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.294
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 17 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 427 | 0 | 321 | 0 | 0 | 0 | 0 | 224 | 73 | 180 | 208 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 427 | 0 | 321 | 0 | 0 | 0 | 0 | 224 | 73 | 180 | 208 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 427 | 0 | 321 | 0 | 0 | 0 | 0 | 224 | 0 | 180 | 208 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 427 | 0 | 321 | 0 | 0 | 0 | 0 | 224 | 0 | 180 | 208 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 427 | 0 | 321 | 0 | 0 | 0 | 0 | 224 | 0 | 180 | 208 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.05 | 0.06 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |

IUSD High School #5 TIA
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with 13 columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.394
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume categories and 12 rows of adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows showing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns and 2 rows showing volume per saturation and critical moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 0 Average Delay (sec/veh): 18.3
Optimal Cycle: 40 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Sand Canyon Ave & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 0 Average Delay (sec/veh): 19.4
Optimal Cycle: 87 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.298
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat and Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 0 Average Delay (sec/veh): 5.3
Optimal Cycle: 38 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 0 Average Delay (sec/veh): 4.3
Optimal Cycle: 42 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

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ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.354
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.015
Loss Time (sec): 0 Average Delay (sec/veh): 13.3
Optimal Cycle: 180 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 0 Average Delay (sec/veh): 18.6
Optimal Cycle: 69 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.206
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 15 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics and 2 rows for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: F[60.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows including Critical Gap and FollowUpTim.

Capacity Module table with 12 columns and 4 rows including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 7 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.149
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 14 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 rows (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume) and 13 columns for different approaches.

Saturation Flow Module table with 5 rows (Sat/Lane, Adjustment, Lanes, Final Sat.) and 13 columns for different approaches.

Capacity Analysis Module table with 3 rows (Vol/Sat, Crit Moves) and 13 columns for different approaches.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: F[150.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) across 4 directions.

Critical Gap Module: Table with 12 columns for critical gap and follow-up time across 4 directions.

Capacity Module: Table with 12 columns for capacity-related metrics (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) across 4 directions.

Level of Service Module: Table with 12 columns for LOS metrics (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) across 4 directions.

Note: Queue reported is the number of cars per lane.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 64 | 0 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | Volume |
| 0.00 | 0.04 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.00 | 0.056 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.06 | RTOG | | 0.06 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | |
| RTC | | 0.06 | RTC | | 0.06 | RTC | | 0.00 | RTC | | 0.01 | |
| Addl ICU | | -0.06 | Addl ICU | | -0.06 | Addl ICU | | 0.00 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.11 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 850 | Total Saturation |
| 0 | 57 | 0 | 53 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | Volume |
| 0.00 | 0.03 | 0.00 | 0.03 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.03 | V/C | | 0.03 | V/C | | 0.00 | V/C | | 0.00 | 0.065 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.06 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.03 | |
| RTC | | 0.03 | RTC | | 0.06 | RTC | | 0.03 | RTC | | 0.02 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.06 | Addl ICU | | -0.03 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.11 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1198 | 502 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 14 | 7 | 35 | 0 | 0 | 43 | 18 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | 0.00 | 0.00 | 0.04 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.04 | 0.040 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.04 | RTOG | | 0.04 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.01 | RTC | | 0.00 | RTC | | 0.04 | RTC | | 0.04 | |
| Addl ICU | | -0.01 | Addl ICU | | 0.01 | Addl ICU | | -0.04 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.01 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.10 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 0 | 0 | 0 | 1269 | 431 | Total Saturation |
| 0 | 0 | 0 | 7 | 0 | 7 | 35 | 0 | 0 | 0 | 53 | 18 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.02 | 0.00 | 0.00 | 0.00 | 0.04 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.01 | | V/C | 0.02 | | V/C | 0.04 | | 0.071 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.01 | | RTOG | 0.01 | | RTOG | 0.06 | | RTOG | 0.04 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.02 | | RTOR | 0.01 | | RTOR | 0.01 | | |
| RTC | 0.04 | | RTC | 0.02 | | RTC | 0.07 | | RTC | 0.05 | | |
| Addl ICU | -0.04 | | Addl ICU | -0.02 | | Addl ICU | -0.07 | | Addl ICU | -0.01 | | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.12 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 7 | 0 | 0 | 42 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.02 | V/C | | 0.00 | V/C | | 0.00 | 0.025 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.02 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | |
| RTC | | 0.02 | RTC | | 0.02 | RTC | | 0.00 | RTC | | 0.02 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.02 | Addl ICU | | 0.02 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.02 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.09 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 484 | 1216 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 7 | 0 | 0 | 35 | 88 | 64 | 0 | 7 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.07 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.07 | V/C | | 0.04 | V/C | | 0.00 | 0.110 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.07 | RTOG | | 0.04 | RTOG | | -0.04 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.00 | RTOR | | 0.07 | |
| RTC | | 0.10 | RTC | | 0.10 | RTC | | 0.04 | RTC | | 0.01 | |
| Addl ICU | | -0.10 | Addl ICU | | -0.03 | Addl ICU | | -0.03 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.16 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 72 | 0 | 0 | 123 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.04 | 0.00 | 0.00 | 0.07 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.00 | 0.072 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.07 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.03 | |
| RTC | | 0.07 | RTC | | 0.07 | RTC | | 0.00 | RTC | | 0.02 | |
| Addl ICU | | -0.07 | Addl ICU | | 0.01 | Addl ICU | | 0.00 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.01 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.13 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 577 | 54 | 140 | 148 | 59 | 20 | 98 | 1006 | 273 | 300 | 448 | 35 | Volume |
| 0.17 | 0.03 | 0.00 | 0.09 | 0.03 | 0.01 | 0.06 | 0.30 | 0.16 | 0.09 | 0.13 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.17 | | V/C | 0.03 | | V/C | 0.30 | | V/C | 0.09 | | 0.589 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.03 | | RTOG | 0.30 | | RTOG | 0.33 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.25 | | RTOR | 0.17 | | RTOR | 0.17 | | |
| RTC | 0.18 | | RTC | 0.22 | | RTC | 0.42 | | RTC | 0.46 | | |
| Addl ICU | -0.18 | | Addl ICU | -0.21 | | Addl ICU | -0.26 | | Addl ICU | -0.44 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 0 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 4265 | 835 | 3400 | 3400 | 1700 | Total Saturation |
| 329 | 581 | 464 | 157 | 313 | 77 | 61 | 1334 | 261 | 342 | 1535 | 265 | Volume |
| 0.10 | 0.11 | 0.00 | 0.05 | 0.06 | 0.05 | 0.02 | 0.31 | 0.31 | 0.10 | 0.45 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.11 | | V/C | 0.05 | | V/C | 0.02 | | V/C | 0.45 | | 0.630 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.11 | | RTOG | 0.06 | | RTOG | 0.37 | | RTOG | 0.45 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.02 | | RTOR | 0.10 | | RTOR | 0.05 | | |
| RTC | 0.23 | | RTC | 0.08 | | RTC | 0.44 | | RTC | 0.49 | | |
| Addl ICU | -0.23 | | Addl ICU | -0.03 | | Addl ICU | -0.13 | | Addl ICU | -0.33 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.68 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 1700 | 1700 | Total Saturation |
| 313 | 1064 | 417 | 72 | 653 | 199 | 186 | 225 | 211 | 221 | 200 | 90 | Volume |
| 0.09 | 0.21 | 0.25 | 0.02 | 0.13 | 0.12 | 0.11 | 0.07 | 0.12 | 0.07 | 0.12 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.21 | | V/C | 0.02 | | V/C | 0.11 | | V/C | 0.12 | | 0.457 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.21 | | RTOG | 0.14 | | RTOG | 0.16 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.11 | | RTOR | 0.10 | | RTOR | 0.02 | | |
| RTC | 0.33 | | RTC | 0.22 | | RTC | 0.24 | | RTC | 0.13 | | |
| Addl ICU | -0.08 | | Addl ICU | -0.10 | | Addl ICU | -0.11 | | Addl ICU | -0.08 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.51 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 216 | 1806 | 457 | 80 | 908 | 124 | 300 | 538 | 146 | 186 | 423 | 172 | Volume |
| 0.06 | 0.35 | 0.27 | 0.02 | 0.18 | 0.07 | 0.09 | 0.16 | 0.09 | 0.05 | 0.12 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.35 | | V/C | 0.02 | | V/C | 0.16 | | V/C | 0.05 | | 0.591 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.35 | | RTOG | 0.31 | | RTOG | 0.16 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.05 | | RTOR | 0.09 | | RTOR | 0.20 | | RTOR | 0.02 | | |
| RTC | 0.40 | | RTC | 0.38 | | RTC | 0.31 | | RTC | 0.14 | | |
| Addl ICU | -0.13 | | Addl ICU | -0.31 | | Addl ICU | -0.22 | | Addl ICU | -0.04 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 506 | 0 | 390 | 0 | 0 | 0 | 0 | 712 | 168 | 231 | 569 | 0 | Volume |
| 0.15 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.07 | 0.17 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.15 | V/C | | 0.00 | V/C | | 0.21 | V/C | | 0.07 | 0.426 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | -0.15 | RTOG | | 0.21 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.11 | RTOR | | 0.15 | RTOR | | 0.15 | |
| RTC | | 0.20 | RTC | | -0.07 | RTC | | 0.32 | RTC | | 0.39 | |
| Addl ICU | | -0.09 | Addl ICU | | 0.07 | Addl ICU | | -0.32 | Addl ICU | | -0.39 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.48 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 401 | 771 | 686 | 130 | 425 | 135 | 128 | 1131 | 137 | 513 | 1518 | 462 | Volume |
| 0.12 | 0.15 | 0.20 | 0.04 | 0.13 | 0.08 | 0.04 | 0.17 | 0.08 | 0.15 | 0.30 | 0.27 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.12 | V/C | | 0.13 | V/C | | 0.04 | V/C | | 0.30 | 0.578 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.13 | RTOG | | 0.18 | RTOG | | 0.30 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.04 | RTOR | | 0.12 | RTOR | | 0.09 | |
| RTC | | 0.33 | RTC | | 0.15 | RTC | | 0.27 | RTC | | 0.37 | |
| Addl ICU | | -0.13 | Addl ICU | | -0.07 | Addl ICU | | -0.19 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 526 | 2246 | 328 | 185 | 919 | 102 | 168 | 250 | 248 | 288 | 151 | 189 | Volume |
| 0.15 | 0.44 | 0.00 | 0.05 | 0.18 | 0.06 | 0.05 | 0.05 | 0.00 | 0.08 | 0.03 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.44 | V/C | | 0.05 | V/C | | 0.05 | V/C | | 0.08 | 0.629 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.44 | RTOG | | 0.34 | RTOG | | 0.05 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.10 | RTOR | | 0.31 | RTOR | | 0.05 | |
| RTC | | 0.50 | RTC | | 0.42 | RTC | | 0.28 | RTC | | 0.13 | |
| Addl ICU | | -0.50 | Addl ICU | | -0.36 | Addl ICU | | -0.28 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 4 | 1 | 1.5 | 0.5 | 2 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 1700 | 6800 | 1700 | 3328 | 72 | 3400 | 1700 | 1093 | 607 | Total Saturation |
| 849 | 2857 | 59 | 12 | 1360 | 289 | 507 | 11 | 337 | 7 | 9 | 5 | Volume |
| 0.25 | 0.42 | 0.03 | 0.01 | 0.20 | 0.17 | 0.15 | 0.15 | 0.10 | 0.00 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.25 | | V/C | 0.20 | | V/C | 0.15 | | V/C | 0.01 | | 0.610 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.44 | | RTOG | 0.20 | | RTOG | 0.16 | | RTOG | 0.01 | | Right Turn Adjustment |
| RTOR | 0.01 | | RTOR | 0.15 | | RTOR | 0.25 | | RTOR | 0.03 | | |
| RTC | 0.45 | | RTC | 0.31 | | RTC | 0.34 | | RTC | 0.03 | | |
| Addl ICU | -0.41 | | Addl ICU | -0.14 | | Addl ICU | -0.24 | | Addl ICU | -0.02 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #304 Sand Canyon Ave (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 | Total Saturation |
| 0 | 3543 | 295 | 107 | 1600 | 0 | 0 | 0 | 0 | 269 | 0 | 217 | Volume |
| 0.00 | 0.52 | 0.17 | 0.03 | 0.24 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | N/A | | Direction | WBL | | Initial ICU |
| V/C | 0.52 | | V/C | 0.03 | | V/C | 0.00 | | V/C | 0.16 | | 0.711 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.52 | | RTOG | 0.55 | | RTOG | -0.16 | | RTOG | 0.16 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.16 | | RTOR | 0.32 | | RTOR | 0.03 | | |
| RTC | 0.64 | | RTC | 0.67 | | RTC | 0.08 | | RTC | 0.18 | | |
| Addl ICU | -0.47 | | Addl ICU | -0.67 | | Addl ICU | -0.08 | | Addl ICU | -0.05 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 3321 | 369 | 600 | 1309 | 0 | 502 | 0 | 281 | 0 | 0 | 0 | Volume |
| 0.00 | 0.49 | 0.22 | 0.18 | 0.19 | 0.00 | 0.12 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.49 | V/C | | 0.18 | V/C | | 0.12 | V/C | | 0.00 | 0.783 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.49 | RTOG | | 0.66 | RTOG | | 0.12 | RTOG | | -0.12 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.12 | RTOR | | 0.47 | RTOR | | 0.18 | |
| RTC | | 0.58 | RTC | | 0.75 | RTC | | 0.47 | RTC | | 0.01 | |
| Addl ICU | | -0.36 | Addl ICU | | -0.75 | Addl ICU | | -0.36 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 4 | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 6800 | 1700 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 25 | 3114 | 97 | 93 | 1401 | 24 | 79 | 6 | 48 | 48 | 2 | 93 | Volume |
| 0.01 | 0.46 | 0.06 | 0.05 | 0.27 | 0.01 | 0.05 | 0.00 | 0.03 | 0.03 | 0.00 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.46 | V/C | | 0.05 | V/C | | 0.05 | V/C | | 0.00 | 0.560 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.46 | RTOG | | 0.50 | RTOG | | 0.02 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.05 | RTOR | | 0.24 | RTOR | | 0.05 | |
| RTC | | 0.49 | RTC | | 0.53 | RTC | | 0.20 | RTC | | 0.04 | |
| Addl ICU | | -0.43 | Addl ICU | | -0.52 | Addl ICU | | -0.17 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.62 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 2550 | 2550 | Total Saturation |
| 169 | 1672 | 134 | 472 | 911 | 131 | 216 | 166 | 61 | 175 | 61 | 1317 | Volume |
| 0.10 | 0.33 | 0.08 | 0.14 | 0.18 | 0.08 | 0.06 | 0.10 | 0.04 | 0.05 | 0.02 | 0.52 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.33 | V/C | | 0.14 | V/C | | 0.10 | V/C | | 0.05 | 0.616 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.33 | RTOG | | 0.37 | RTOG | | 0.10 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.13 | RTOR | | 0.29 | RTOR | | 0.14 | |
| RTC | | 0.37 | RTC | | 0.46 | RTC | | 0.31 | RTC | | 0.19 | |
| Addl ICU | | -0.29 | Addl ICU | | -0.38 | Addl ICU | | -0.28 | Addl ICU | | 0.33 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.33 | | 0.33 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.99 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 108 | 0 | 219 | 0 | 1785 | 184 | 262 | 2243 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.06 | 0.00 | 0.26 | 0.11 | 0.15 | 0.44 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.44 | 0.503 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.06 | RTOG | | 0.06 | RTOG | | 0.29 | RTOG | | 0.44 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.06 | |
| RTC | | 0.07 | RTC | | 0.06 | RTC | | 0.33 | RTC | | 0.49 | |
| Addl ICU | | -0.07 | Addl ICU | | 0.00 | Addl ICU | | -0.23 | Addl ICU | | -0.49 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.55 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4764 | 336 | Total Saturation |
| 227 | 0 | 513 | 0 | 0 | 0 | 0 | 1729 | 279 | 0 | 2338 | 165 | Volume |
| 0.13 | 0.00 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.51 | 0.00 | 0.00 | 0.49 | 0.49 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.13 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.49 | | 0.624 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.13 | | RTOG | -0.13 | | RTOG | 0.49 | | RTOG | 0.49 | | Right Turn Adjustment |
| RTOR | -0.02 | | RTOR | 0.00 | | RTOR | 0.13 | | RTOR | 0.13 | | |
| RTC | 0.12 | | RTC | -0.13 | | RTC | 0.59 | | RTC | 0.59 | | |
| Addl ICU | 0.18 | | Addl ICU | 0.13 | | Addl ICU | -0.59 | | Addl ICU | -0.10 | | |
| | 0.18 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.86 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 708 | 1213 | 176 | 167 | 520 | 652 | 610 | 814 | 287 | 131 | 1485 | 283 | Volume |
| 0.21 | 0.24 | 0.00 | 0.05 | 0.10 | 0.00 | 0.18 | 0.16 | 0.17 | 0.04 | 0.29 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.24 | V/C | | 0.05 | V/C | | 0.18 | V/C | | 0.29 | 0.758 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.08 | RTOG | | 0.43 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.31 | RTOR | | 0.18 | RTOR | | 0.19 | RTOR | | 0.05 | |
| RTC | | 0.47 | RTC | | 0.21 | RTC | | 0.57 | RTC | | 0.33 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.21 | Addl ICU | | -0.40 | Addl ICU | | -0.16 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.81 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5056 | 44 | 1700 | 337 | 1363 | 1700 | 1700 | 1700 | Total Saturation |
| 33 | 2151 | 294 | 28 | 1034 | 9 | 11 | 20 | 81 | 93 | 9 | 52 | Volume |
| 0.02 | 0.42 | 0.00 | 0.02 | 0.20 | 0.20 | 0.01 | 0.06 | 0.06 | 0.05 | 0.01 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.42 | V/C | | 0.02 | V/C | | 0.06 | V/C | | 0.05 | 0.552 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.42 | RTOG | | 0.06 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.11 | RTOR | | 0.23 | RTOR | | 0.02 | |
| RTC | | 0.46 | RTC | | 0.50 | RTC | | 0.23 | RTC | | 0.12 | |
| Addl ICU | | -0.46 | Addl ICU | | -0.30 | Addl ICU | | -0.18 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.60 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5068 | 32 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 20 | 1999 | 316 | 80 | 1426 | 9 | 52 | 25 | 122 | 235 | 13 | 128 | Volume |
| 0.01 | 0.39 | 0.00 | 0.02 | 0.28 | 0.28 | 0.03 | 0.01 | 0.00 | 0.07 | 0.01 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.39 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.07 | 0.499 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.39 | RTOG | | 0.40 | RTOG | | 0.01 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.08 | RTOR | | 0.13 | RTOR | | 0.02 | |
| RTC | | 0.44 | RTC | | 0.46 | RTC | | 0.12 | RTC | | 0.07 | |
| Addl ICU | | -0.44 | Addl ICU | | -0.18 | Addl ICU | | -0.12 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.55 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2508 | 892 | Total Saturation |
| 26 | 1206 | 476 | 103 | 1072 | 477 | 934 | 514 | 8 | 182 | 281 | 100 | Volume |
| 0.02 | 0.24 | 0.00 | 0.03 | 0.21 | 0.00 | 0.27 | 0.15 | 0.00 | 0.05 | 0.11 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.24 | V/C | | 0.03 | V/C | | 0.27 | V/C | | 0.11 | 0.654 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.25 | RTOG | | 0.33 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.24 | RTOR | | 0.27 | RTOR | | 0.06 | RTOR | | 0.03 | |
| RTC | | 0.41 | RTC | | 0.46 | RTC | | 0.38 | RTC | | 0.13 | |
| Addl ICU | | -0.41 | Addl ICU | | -0.46 | Addl ICU | | -0.37 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5095 | 5 | 0 | 0 | 0 | 2550 | 0 | 2550 | Total Saturation |
| 0 | 2945 | 1288 | 0 | 1014 | 1 | 0 | 0 | 0 | 130 | 0 | 263 | Volume |
| 0.00 | 0.58 | 0.00 | 0.00 | 0.20 | 0.20 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.58 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.05 | 0.628 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.58 | RTOG | | 0.58 | RTOG | | -0.05 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.38 | RTOR | | 0.00 | |
| RTC | | 0.62 | RTC | | 0.62 | RTC | | 0.23 | RTC | | 0.05 | |
| Addl ICU | | -0.62 | Addl ICU | | -0.42 | Addl ICU | | -0.23 | Addl ICU | | 0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.05 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.73 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 1979 | 0 | 0 | 636 | 628 | 2383 | 0 | 230 | 0 | 0 | 0 | Volume |
| 0.00 | 0.39 | 0.00 | 0.00 | 0.12 | 0.00 | 0.47 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.39 | V/C | | 0.00 | V/C | | 0.47 | V/C | | 0.00 | 0.855 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.39 | RTOG | | 0.39 | RTOG | | 0.47 | RTOG | | -0.47 | Right Turn Adjustment |
| RTOR | | 0.47 | RTOR | | 0.47 | RTOR | | 0.26 | RTOR | | 0.00 | |
| RTC | | 0.74 | RTC | | 0.74 | RTC | | 0.66 | RTC | | -0.47 | |
| Addl ICU | | -0.74 | Addl ICU | | -0.74 | Addl ICU | | -0.53 | Addl ICU | | 0.47 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.91 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 421 | 1279 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 118 | 83 | 252 | 36 | 54 | 18 | 8 | 1028 | 126 | 78 | 595 | 95 | Volume |
| 0.07 | 0.20 | 0.20 | 0.02 | 0.03 | 0.01 | 0.00 | 0.30 | 0.07 | 0.05 | 0.18 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.20 | V/C | | 0.03 | V/C | | 0.30 | V/C | | 0.05 | 0.577 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.03 | RTOG | | 0.30 | RTOG | | 0.34 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.17 | RTOR | | 0.19 | RTOR | | -0.10 | |
| RTC | | 0.23 | RTC | | 0.16 | RTC | | 0.44 | RTC | | 0.27 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.15 | Addl ICU | | -0.37 | Addl ICU | | -0.22 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 574 | 1126 | 850 | 143 | 1557 | Total Saturation |
| 10 | 267 | 5 | 110 | 238 | 104 | 160 | 25 | 49 | 5 | 13 | 142 | Volume |
| 0.01 | 0.16 | 0.01 | 0.13 | 0.14 | 0.12 | 0.19 | 0.04 | 0.04 | 0.01 | 0.09 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.13 | V/C | | 0.19 | V/C | | 0.09 | 0.566 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.27 | RTOG | | 0.27 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.24 | RTOR | | 0.19 | RTOR | | 0.15 | RTOR | | 0.13 | |
| RTC | | 0.33 | RTC | | 0.42 | RTC | | 0.38 | RTC | | 0.19 | |
| Addl ICU | | -0.33 | Addl ICU | | -0.29 | Addl ICU | | -0.34 | Addl ICU | | -0.10 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.62 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 330 | 205 | 72 | 71 | 102 | 270 | 445 | 1522 | 288 | 85 | 1918 | 130 | Volume |
| 0.10 | 0.06 | 0.04 | 0.04 | 0.03 | 0.00 | 0.13 | 0.30 | 0.17 | 0.03 | 0.56 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.10 | | V/C | 0.03 | | V/C | 0.13 | | V/C | 0.56 | | 0.822 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.09 | | RTOG | 0.03 | | RTOG | 0.67 | | RTOG | 0.56 | | Right Turn Adjustment |
| RTOR | 0.40 | | RTOR | 0.13 | | RTOR | 0.10 | | RTOR | 0.07 | | |
| RTC | 0.38 | | RTC | 0.13 | | RTC | 0.74 | | RTC | 0.61 | | |
| Addl ICU | -0.34 | | Addl ICU | -0.13 | | Addl ICU | -0.57 | | Addl ICU | -0.54 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.87 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1538 | 162 | 1700 | 1700 | 1700 | 3400 | 3238 | 162 | 1700 | 3103 | 297 | Total Saturation |
| 22 | 19 | 2 | 30 | 12 | 395 | 450 | 360 | 18 | 1 | 387 | 37 | Volume |
| 0.01 | 0.01 | 0.01 | 0.02 | 0.01 | 0.23 | 0.13 | 0.11 | 0.11 | 0.00 | 0.12 | 0.12 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.01 | V/C | | 0.02 | V/C | | 0.13 | V/C | | 0.12 | 0.287 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.02 | RTOG | | 0.26 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.13 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.12 | RTC | | 0.12 | RTC | | 0.27 | RTC | | 0.14 | |
| Addl ICU | | -0.11 | Addl ICU | | 0.12 | Addl ICU | | -0.16 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.12 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.45 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1700 | 1700 | Total Saturation |
| 0 | 0 | 0 | 78 | 0 | 107 | 149 | 231 | 0 | 0 | 274 | 129 | Volume |
| 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.06 | 0.09 | 0.14 | 0.00 | 0.00 | 0.16 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.05 | | V/C | 0.09 | | V/C | 0.16 | | 0.295 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.05 | | RTOG | 0.05 | | RTOG | 0.25 | | RTOG | 0.16 | | Right Turn Adjustment |
| RTOR | 0.11 | | RTOR | 0.09 | | RTOR | 0.05 | | RTOR | 0.05 | | |
| RTC | 0.04 | | RTC | 0.11 | | RTC | 0.28 | | RTC | 0.20 | | |
| Addl ICU | -0.04 | | Addl ICU | -0.05 | | Addl ICU | -0.28 | | Addl ICU | -0.12 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.34 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 66 | 0 | 6 | 0 | 0 | 0 | 0 | 1601 | 88 | 7 | 2249 | 0 | Volume |
| 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 | 0.05 | 0.00 | 0.44 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.44 | 0.480 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | -0.04 | RTOG | | 0.44 | RTOG | | 0.44 | Right Turn Adjustment |
| RTOR | | 0.13 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.13 | RTC | | -0.04 | RTC | | 0.47 | RTC | | 0.47 | |
| Addl ICU | | -0.13 | Addl ICU | | 0.04 | Addl ICU | | -0.41 | Addl ICU | | -0.47 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.53 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 0 | 2720 | 680 | 1700 | 3400 | 1700 | 1700 | 3379 | 21 | Total Saturation |
| 62 | 1 | 23 | 0 | 4 | 1 | 2 | 271 | 71 | 10 | 161 | 1 | Volume |
| 0.02 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.04 | 0.01 | 0.05 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.00 | V/C | | 0.08 | V/C | | 0.01 | 0.105 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.00 | RTOG | | 0.08 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.04 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.02 | RTC | | 0.03 | RTC | | 0.09 | RTC | | 0.10 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.03 | Addl ICU | | -0.05 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.16 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 66 | 97 | 106 | 191 | 104 | 117 | 137 | 1475 | 83 | 177 | 1972 | 291 | Volume |
| 0.04 | 0.06 | 0.06 | 0.06 | 0.06 | 0.07 | 0.08 | 0.29 | 0.05 | 0.10 | 0.39 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.06 | V/C | | 0.06 | V/C | | 0.08 | V/C | | 0.39 | 0.580 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.06 | RTOG | | 0.07 | RTOG | | 0.36 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.08 | RTOR | | 0.05 | RTOR | | 0.06 | |
| RTC | | 0.19 | RTC | | 0.13 | RTC | | 0.40 | RTC | | 0.43 | |
| Addl ICU | | -0.13 | Addl ICU | | -0.07 | Addl ICU | | -0.35 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2650 | 750 | 1700 | 3114 | 286 | 1700 | 815 | 885 | 1700 | 1133 | 567 | Total Saturation |
| 14 | 244 | 69 | 5 | 218 | 20 | 31 | 23 | 25 | 35 | 10 | 5 | Volume |
| 0.01 | 0.09 | 0.09 | 0.00 | 0.07 | 0.07 | 0.02 | 0.03 | 0.03 | 0.02 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.09 | V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.02 | 0.144 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.09 | RTOG | | 0.03 | RTOG | | 0.03 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.04 | RTOR | | 0.03 | RTOR | | 0.00 | |
| RTC | | 0.11 | RTC | | 0.12 | RTC | | 0.05 | RTC | | 0.03 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.05 | Addl ICU | | -0.02 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.19 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 858 | 842 | 850 | 850 | 850 | Total Saturation |
| 71 | 227 | 67 | 27 | 178 | 35 | 36 | 103 | 101 | 37 | 57 | 57 | Volume |
| 0.08 | 0.13 | 0.08 | 0.03 | 0.10 | 0.04 | 0.04 | 0.12 | 0.12 | 0.04 | 0.07 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.13 | V/C | | 0.03 | V/C | | 0.12 | V/C | | 0.04 | 0.329 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.08 | RTOG | | 0.12 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.10 | RTOR | | 0.06 | RTOR | | 0.03 | |
| RTC | | 0.17 | RTC | | 0.15 | RTC | | 0.17 | RTC | | 0.15 | |
| Addl ICU | | -0.09 | Addl ICU | | -0.11 | Addl ICU | | -0.05 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | N/A | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.01 | | V/C | 0.00 | | V/C | 0.00 | | 0.012 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.01 | | RTOG | 0.01 | | RTOG | 0.00 | | RTOG | 0.00 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.00 | | RTOR | 0.01 | | RTOR | 0.01 | | |
| RTC | -0.01 | | RTC | 0.01 | | RTC | 0.01 | | RTC | 0.01 | | |
| Addl ICU | 0.01 | | Addl ICU | -0.01 | | Addl ICU | -0.01 | | Addl ICU | -0.01 | | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.06 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1644 | 56 | 850 | 1640 | 60 | 850 | 1669 | 31 | 850 | 1649 | 51 | Total Saturation |
| 5 | 146 | 5 | 5 | 137 | 5 | 5 | 265 | 5 | 5 | 161 | 5 | Volume |
| 0.01 | 0.09 | 0.09 | 0.01 | 0.08 | 0.08 | 0.01 | 0.16 | 0.16 | 0.01 | 0.10 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.09 | V/C | | 0.01 | V/C | | 0.16 | V/C | | 0.01 | 0.259 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.09 | RTOG | | 0.16 | RTOG | | 0.16 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.07 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.09 | RTC | | 0.14 | RTC | | 0.17 | RTC | | 0.16 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.06 | Addl ICU | | -0.01 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.31 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 124 | 0 | 125 | 0 | 0 | 0 | 0 | 1478 | 115 | 177 | 2075 | 0 | Volume |
| 0.07 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 | 0.07 | 0.10 | 0.61 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.61 | 0.683 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | -0.07 | RTOG | | 0.51 | RTOG | | 0.61 | Right Turn Adjustment |
| RTOR | | 0.32 | RTOR | | 0.00 | RTOR | | 0.07 | RTOR | | 0.07 | |
| RTC | | 0.31 | RTC | | -0.07 | RTC | | 0.56 | RTC | | 0.67 | |
| Addl ICU | | -0.24 | Addl ICU | | 0.07 | Addl ICU | | -0.49 | Addl ICU | | -0.67 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.73 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 5 | 119 | 0 | 0 | 94 | 13 | 11 | 0 | 5 | 0 | 0 | 0 | Volume |
| 0.00 | 0.07 | 0.00 | 0.00 | 0.06 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.00 | 0.076 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.07 | RTOG | | 0.01 | RTOG | | -0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.07 | RTC | | 0.07 | RTC | | 0.02 | RTC | | -0.01 | |
| Addl ICU | | -0.07 | Addl ICU | | -0.06 | Addl ICU | | -0.01 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.13 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0.5 | 0.5 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 198 | 1502 | 19 | 77 | 1623 | 67 | Total Saturation |
| 0 | 0 | 0 | 5 | 5 | 44 | 28 | 213 | 5 | 5 | 106 | 9 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.05 | 0.14 | 0.14 | 0.14 | 0.07 | 0.07 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.14 | V/C | | 0.07 | 0.210 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.00 | RTOG | | 0.14 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.14 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.04 | RTC | | 0.11 | RTC | | 0.15 | RTC | | 0.07 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.05 | Addl ICU | | -0.01 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.26 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 104 | 44 | 134 | 73 | 35 | 54 | 52 | 1678 | 74 | 170 | 2310 | 113 | Volume |
| 0.06 | 0.03 | 0.08 | 0.04 | 0.02 | 0.03 | 0.03 | 0.33 | 0.04 | 0.10 | 0.45 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.06 | V/C | | 0.02 | V/C | | 0.03 | V/C | | 0.45 | 0.565 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.02 | RTOG | | 0.38 | RTOG | | 0.45 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.03 | RTOR | | 0.06 | RTOR | | 0.06 | |
| RTC | | 0.15 | RTC | | 0.04 | RTC | | 0.43 | RTC | | 0.49 | |
| Addl ICU | | -0.08 | Addl ICU | | -0.01 | Addl ICU | | -0.39 | Addl ICU | | -0.43 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.62 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1.0 | 0.0 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 0 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 63 | 3 | 6 | 67 | 7 | 39 | 81 | 1603 | 228 | 21 | 2443 | 189 | Volume |
| 0.04 | 0.00 | 0.00 | 0.04 | 0.00 | 0.02 | 0.05 | 0.47 | 0.13 | 0.01 | 0.72 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.72 | 0.803 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.75 | RTOG | | 0.72 | Right Turn Adjustment |
| RTOR | | 0.29 | RTOR | | 0.05 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.22 | RTC | | 0.04 | RTC | | 0.78 | RTC | | 0.75 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.01 | Addl ICU | | -0.65 | Addl ICU | | -0.63 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.85 | | | | | | | | | | | | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2017 – WITH STADIUM
2012 MODIFIED PROJECT OPTION 1
PM PEAK HOUR**

IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Impact Analysis Report
 Level Of Service

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|------|-------------|---------|--------|-------------|---------|--------------|
| | LOS | Del/ Veh | V/ C | LOS | Del/ Veh | V/ C | |
| # 1 "B" St & Driveway 1 | A | 8.6 | 0.007 | A | 8.6 | 0.007 | + 0.000 D/V |
| # 2 "B" St & Driveway 2 | A | 8.6 | 0.034 | A | 8.6 | 0.034 | + 0.000 D/V |
| # 3 Driveway 3 & "LQ" St | A | 8.6 | 0.014 | A | 8.6 | 0.014 | + 0.000 D/V |
| # 4 Driveway 4 & "LQ" St | A | 9.0 | 0.023 | A | 9.0 | 0.023 | + 0.000 D/V |
| # 5 "LQ" St & Driveway 5 | A | 8.6 | 0.028 | A | 8.6 | 0.028 | + 0.000 D/V |
| # 6 "LQ" St & Driveway 6 | A | 9.2 | 0.070 | A | 9.2 | 0.070 | + 0.000 D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 D/V |
| #282 Jeffrey Rd & Portola Pkwy | B | xxxxx | 0.636 | B | xxxxx | 0.636 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | D | xxxxx | 0.811 | D | xxxxx | 0.811 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | B | xxxxx | 0.635 | B | xxxxx | 0.635 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | C | xxxxx | 0.744 | C | xxxxx | 0.744 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxx | 0.480 | A | xxxxx | 0.480 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | A | xxxxx | 0.568 | A | xxxxx | 0.568 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | C | xxxxx | 0.791 | C | xxxxx | 0.791 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | B | 19.1 | 0.709 | B | 19.1 | 0.709 | + 0.000 D/V |
| #304 Sand Canyon Ave & Marine Wy | E | xxxxx | 0.928 | E | xxxxx | 0.928 | + 0.000 V/C |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 18.2 | 0.786 | B | 18.2 | 0.786 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxx | 1.123 | F | xxxxx | 1.123 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 11.1 | 0.466 | B | 11.1 | 0.466 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 16.3 | 0.721 | B | 16.3 | 0.721 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | F | xxxxx | 1.121 | F | xxxxx | 1.121 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | A | xxxxx | 0.598 | A | xxxxx | 0.598 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | B | xxxxx | 0.607 | B | xxxxx | 0.607 | + 0.000 V/C |

IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|--------------|-------------|--------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #341 Alton Pkwy & Barranca Pkwy | C | xxxxxx 0.763 | C | xxxxxx 0.763 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | A | 6.9 0.887 | A | 6.9 0.887 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 22.9 0.831 | C | 22.9 0.831 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | D | xxxxxx 0.841 | D | xxxxxx 0.841 | + 0.000 V/C |
| #556 Ridge Valley & Portola Pkwy | B | xxxxxx 0.680 | B | xxxxxx 0.680 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 4.8 0.381 | A | 4.8 0.381 | + 0.000 V/C |
| #558 "O" St & Irvine Blvd | D | xxxxxx 0.822 | D | xxxxxx 0.822 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | A | xxxxxx 0.591 | A | xxxxxx 0.591 | + 0.000 V/C |
| #560 "O" St & Marine Wy | A | xxxxxx 0.490 | A | xxxxxx 0.490 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | A | xxxxxx 0.145 | A | xxxxxx 0.145 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | A | xxxxxx 0.545 | A | xxxxxx 0.545 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | A | xxxxxx 0.586 | A | xxxxxx 0.586 | + 0.000 V/C |
| #603 "O" St & "LN" St | C | 18.3 0.182 | C | 18.3 0.182 | + 0.000 D/V |
| #605 "O" St & "LQ" St | A | 2.6 0.236 | A | 2.6 0.236 | + 0.000 V/C |
| #608 "O" St & "LV" St | A | xxxxxx 0.345 | A | xxxxxx 0.345 | + 0.000 V/C |
| #626 "LY" St & "LQ" St | A | 4.2 0.294 | A | 4.2 0.294 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | B | xxxxxx 0.678 | B | xxxxxx 0.678 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A | 9.3 0.024 | A | 9.3 0.024 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A | 3.8 0.247 | A | 3.8 0.247 | + 0.000 V/C |
| #790 "Z" St & Irvine Blvd | B | xxxxxx 0.635 | B | xxxxxx 0.635 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D | xxxxxx 0.885 | D | xxxxxx 0.885 | + 0.000 V/C |

IUSD High School #5 TIA
Year 2017 With Stadium
2012 Modified Project Option 1

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #603 "O" St & "LN" St | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|----|---|--------------|----|---|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 64 | 0 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 8.6 | | | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=7]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=166]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 64 | | 0 | 0 | | 95 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 7 |
| Major Street Volume: | | | | | 159 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 7 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 710 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|--------------|----|---|--------------|----|----|------------|---|---|------------|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 57 | 0 | 0 | 53 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 8.6 | | | | | | | | | | |

 Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=7]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=159]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|----|---|----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 57 | | 0 | 53 | | 42 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 7 |
| Major Street Volume: | | | | | 152 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 7 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 934 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|----|---|----|--------------|---|---|---|----|----|----|----|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 14 | 7 | 35 | 0 | 0 | 0 | 0 | 43 | 18 | 18 | 18 |
| ApproachDel: | xxxxxx | | | | 8.6 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=14]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=117]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|------|----|--------------|---|---|---|----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | | 7 | 35 | 0 | | | 0 | 43 | 18 | | |
| Major Street Volume: | | | | | | | | | | | 103 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 14 | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | 1068 | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|---|---|--------------|----|----|---|
| Movement: | L | T | R | | L | T | R | | L | T | R | | L | T | R | |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 35 | 0 | 0 | 0 | 0 | 53 | 18 | |
| ApproachDel: | xxxxxx | | | | 9.0 | | | | xxxxxx | | | | xxxxxx | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=14]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=120]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|---|--------------|---|---|---|----|----|----|----|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 7 | 7 | 35 | 0 | 0 | 0 | 0 | 0 | 53 | 18 | 18 | 18 |
| Major Street Volume: | 106 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 14 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1058 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|--------------|---|---|--------------|---|---|------------|---|---|------------|----|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 7 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 8.6 | | | xxxxxx | | | | | | | | | | |

 Approach[eastbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=29]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=78]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|---|---|--------------|---|---|----|------------|---|---|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 7 | | 0 | 0 | | 42 | | 0 | 0 | | 0 | | 29 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 49 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 29 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1024 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|---|---|--------------|----|----|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 7 | 0 | 0 | 35 | 88 | 64 | 0 | 7 | 0 | 0 | 0 | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.2 | | | xxxxxx | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=71]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=201]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|---|---|--------------|---|---|----|------------|----|----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 7 | | 0 | 0 | | 35 | | 88 | 64 | | 0 | | 7 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 130 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 71 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1251 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|--------------|----|---|--------------|-----|-----|------------|---|---|------------|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 72 | 0 | 0 | 123 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|-----|------------|-----|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 72 | | 0 | 0 | | 123 | | 133 | 0 | | 0 | | 0 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 328 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 0 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 669 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | |
|--------------|--------------|-----|-----|--------------|-----|----|------------|----|----|------------|----|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| FinalVolume: | 44 | 328 | 138 | 4 | 314 | 26 | 9 | 11 | 37 | 58 | 13 | 2 | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 12.4 | | | 18.3 | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=57]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=984]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=73]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=984]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|-----|--------------|-----|----|------------|----|----|------------|----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 44 | 328 | 138 | 4 | 314 | 26 | 9 | 11 | 37 | 58 | 13 | 2 | | | | | | |
| Major Street Volume: | 854 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 73 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 442 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | | |
|--------------|--------------|----|---|---|--------------|---|----|----|------------|---|---|---|------------|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| FinalVolume: | 0 | 85 | 0 | 0 | 0 | 0 | 78 | 15 | 20 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | 9.3 | | | | xxxxxx | | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=23]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=201]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|----|-----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 85 | | 0 | 0 | | 78 | | 15 | 20 | | 0 | | 3 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | | | | | | | 178 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 23 | | | | | | | | | |
| Minor Approach Volume Threshold: | 1116 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Year 2017 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[8.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different volume components and 4 rows for North, South, East, and West bounds.

Critical Gap Module table with 12 columns and 2 rows for Critical Gap and FollowUpTime.

Capacity Module table with 12 columns and 4 rows for Conflict Vol, Potent Cap, Move Cap, and Volume/Cap.

Level of Service Module table with 12 columns and 10 rows for various service metrics like 2Way95thQ, Control Del, LOS by Move, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: A[8.6]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns for movements (L, T, R). Rows include Control, Rights, and Lanes.

Table with 12 columns representing volume modules for each movement. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table with 12 columns representing critical gap modules. Rows include Critical Gap and FollowUp Time.

Table with 12 columns representing capacity modules. Rows include Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with 12 columns representing level of service modules. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: A[8.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for North, South, East, West bounds.

Critical Gap Module: Table with 13 columns for gap components (Critical Gp, FollowUpTim) and 4 columns for North, South, East, West bounds.

Capacity Module: Table with 13 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for North, South, East, West bounds.

Level of Service Module: Table with 13 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[9.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for gap components (Critical Gp, FollowUpTim) and 4 columns for North, South, East, West bounds.

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for North, South, East, West bounds.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

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Year 2017 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[8.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns for gap values. Rows include Critical Gap and FollowUp Time.

Capacity Module: Table with 12 columns for capacity values. Rows include Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns for LOS values. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[9.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time values.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing delay, LOS by movement, and approach delay.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module table with 12 columns representing critical gap and follow-up time components.

Capacity Module table with 12 columns representing capacity components like Conflict Vol, Potent Cap., etc.

Level of Service Module table with 12 columns representing LOS components like 2Way95thQ, Control Del, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: B

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for North, South, East, West Bound and rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns for North, South, East, West Bound and rows for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for North, South, East, West Bound and rows for Vol/Sat, Crit Moves.

IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.811 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 54 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 330 | 578 | 432 | 163 | 320 | 84 | 63 | 1329 | 255 | 307 | 1497 | 253 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 330 | 578 | 432 | 163 | 320 | 84 | 63 | 1329 | 255 | 307 | 1497 | 253 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 330 | 578 | 432 | 163 | 320 | 84 | 63 | 1329 | 255 | 307 | 1497 | 253 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 330 | 578 | 432 | 163 | 320 | 84 | 63 | 1329 | 255 | 307 | 1497 | 253 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 330 | 578 | 432 | 163 | 320 | 84 | 63 | 1329 | 255 | 307 | 1497 | 253 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.52 | 0.48 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4279 | 821 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.11 | 0.25 | 0.05 | 0.06 | 0.05 | 0.02 | 0.31 | 0.31 | 0.09 | 0.44 | 0.15 |
| Crit Moves: | | | **** | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

 IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.744
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 225 | 1778 | 490 | 77 | 891 | 114 | 287 | 557 | 157 | 213 | 455 | 176 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 225 | 1778 | 490 | 77 | 891 | 114 | 287 | 557 | 157 | 213 | 455 | 176 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 225 | 1778 | 490 | 77 | 891 | 114 | 287 | 557 | 157 | 213 | 455 | 176 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 225 | 1778 | 490 | 77 | 891 | 114 | 287 | 557 | 157 | 213 | 455 | 176 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 225 | 1778 | 490 | 77 | 891 | 114 | 287 | 557 | 157 | 213 | 455 | 176 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.35 | 0.65 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 3998 | 1102 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.44 | 0.44 | 0.02 | 0.17 | 0.07 | 0.08 | 0.16 | 0.09 | 0.06 | 0.13 | 0.10 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.480 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 23 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 506 | 0 | 354 | 0 | 0 | 0 | 0 | 748 | 167 | 208 | 587 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 506 | 0 | 354 | 0 | 0 | 0 | 0 | 748 | 167 | 208 | 587 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 506 | 0 | 354 | 0 | 0 | 0 | 0 | 748 | 167 | 208 | 587 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 506 | 0 | 354 | 0 | 0 | 0 | 0 | 748 | 167 | 208 | 587 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 506 | 0 | 354 | 0 | 0 | 0 | 0 | 748 | 167 | 208 | 587 | 0 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.15 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.10 | 0.06 | 0.17 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.568 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 27 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 39 | 710 | 571 | 105 | 395 | 131 | 132 | 1086 | 147 | 419 | 1431 | 403 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 39 | 710 | 571 | 105 | 395 | 131 | 132 | 1086 | 147 | 419 | 1431 | 403 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 39 | 710 | 571 | 105 | 395 | 131 | 132 | 1086 | 147 | 419 | 1431 | 403 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 39 | 710 | 571 | 105 | 395 | 131 | 132 | 1086 | 147 | 419 | 1431 | 403 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 39 | 710 | 571 | 105 | 395 | 131 | 132 | 1086 | 147 | 419 | 1431 | 403 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.14 | 0.17 | 0.03 | 0.12 | 0.08 | 0.04 | 0.16 | 0.09 | 0.12 | 0.28 | 0.24 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.791
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 548 | 2035 | 476 | 258 | 804 | 73 | 148 | 390 | 247 | 411 | 243 | 264 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 548 | 2035 | 476 | 258 | 804 | 73 | 148 | 390 | 247 | 411 | 243 | 264 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 548 | 2035 | 476 | 258 | 804 | 73 | 148 | 390 | 247 | 411 | 243 | 264 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 548 | 2035 | 476 | 258 | 804 | 73 | 148 | 390 | 247 | 411 | 243 | 264 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 548 | 2035 | 476 | 258 | 804 | 73 | 148 | 390 | 247 | 411 | 243 | 264 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.16 | 0.40 | 0.28 | 0.08 | 0.16 | 0.04 | 0.04 | 0.08 | 0.15 | 0.12 | 0.07 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 0 Average Delay (sec/veh): 19.1
Optimal Cycle: 78 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Sand Canyon Ave & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.928 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 107 | Level Of Service: | E |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 1 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 3440 | 445 | 173 | 1640 | 0 | 0 | 0 | 0 | 319 | 0 | 260 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 3440 | 445 | 173 | 1640 | 0 | 0 | 0 | 0 | 319 | 0 | 260 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 3440 | 445 | 173 | 1640 | 0 | 0 | 0 | 0 | 319 | 0 | 260 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3440 | 445 | 173 | 1640 | 0 | 0 | 0 | 0 | 319 | 0 | 260 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 3440 | 445 | 173 | 1640 | 0 | 0 | 0 | 0 | 319 | 0 | 260 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 5100 | 1700 | 3400 | 5100 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 |

-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.67 | 0.26 | 0.05 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.15 |
| Crit Moves: | **** | | | **** | | | | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 0 Average Delay (sec/veh): 18.2
Optimal Cycle: 107 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 1.123 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 180 | Level Of Service: | F |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | | | |
| Rights: | Include | | | WideBypass | | | WideBypass | | | Include | | | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | | | |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 165 | 1676 | 129 | 485 | 953 | 137 | 230 | 170 | 64 | 173 | 60 | 1330 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 165 | 1676 | 129 | 485 | 953 | 137 | 230 | 170 | 64 | 173 | 60 | 1330 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 165 | 1676 | 129 | 485 | 953 | 137 | 230 | 170 | 64 | 173 | 60 | 1330 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 165 | 1676 | 129 | 485 | 953 | 137 | 230 | 170 | 64 | 173 | 60 | 1330 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 165 | 1676 | 129 | 485 | 953 | 137 | 230 | 170 | 64 | 173 | 60 | 1330 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.62 | 0.38 | 2.00 | 0.73 | 0.27 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 4459 | 641 | 3400 | 1235 | 465 | 3400 | 1700 | 3400 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.33 | 0.08 | 0.29 | 0.21 | 0.21 | 0.07 | 0.14 | 0.14 | 0.05 | 0.04 | 0.39 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 0 Average Delay (sec/veh): 11.1
Optimal Cycle: 43 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
 Loss Time (sec): 0 Average Delay (sec/veh): 16.3
 Optimal Cycle: 82 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 223 | 0 | 469 | 0 | 0 | 0 | 0 | 1509 | 299 | 0 | 2057 | 155 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 223 | 0 | 469 | 0 | 0 | 0 | 0 | 1509 | 299 | 0 | 2057 | 155 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 223 | 0 | 469 | 0 | 0 | 0 | 0 | 1509 | 299 | 0 | 2057 | 155 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 223 | 0 | 469 | 0 | 0 | 0 | 0 | 1509 | 299 | 0 | 2057 | 155 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 223 | 0 | 469 | 0 | 0 | 0 | 0 | 1509 | 299 | 0 | 2057 | 155 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.75 | 1.00 | 0.90 | 0.90 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 | 0.00 | 2.79 | 0.21 |
| Final Sat.: | 1805 | 0 | 1615 | 0 | 0 | 0 | 0 | 3610 | 2842 | 0 | 4775 | 360 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.12 | 0.00 | 0.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.42 | 0.11 | 0.00 | 0.43 | 0.43 |
| Crit Moves: | | | **** | | | | | **** | | | **** | |
| Green/Cycle: | 0.40 | 0.00 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.60 | 0.60 | 0.00 | 0.60 | 0.60 |
| Volume/Cap: | 0.31 | 0.00 | 0.72 | 0.00 | 0.00 | 0.00 | 0.00 | 0.70 | 0.18 | 0.00 | 0.72 | 0.72 |
| Delay/Veh: | 20.6 | 0.0 | 29.1 | 0.0 | 0.0 | 0.0 | 0.0 | 15.0 | 9.1 | 0.0 | 15.1 | 15.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 20.6 | 0.0 | 29.1 | 0.0 | 0.0 | 0.0 | 0.0 | 15.0 | 9.1 | 0.0 | 15.1 | 15.1 |
| LOS by Move: | C | A | C | A | A | A | A | B | A | A | B | B |
| HCM2kAvgQ: | 5 | 0 | 13 | 0 | 0 | 0 | 0 | 17 | 2 | 0 | 18 | 18 |

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.121
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 682 | 1190 | 182 | 175 | 511 | 663 | 636 | 837 | 281 | 128 | 1494 | 286 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 682 | 1190 | 182 | 175 | 511 | 663 | 636 | 837 | 281 | 128 | 1494 | 286 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 682 | 1190 | 182 | 175 | 511 | 663 | 636 | 837 | 281 | 128 | 1494 | 286 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 682 | 1190 | 182 | 175 | 511 | 663 | 636 | 837 | 281 | 128 | 1494 | 286 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 682 | 1190 | 182 | 175 | 511 | 663 | 636 | 837 | 281 | 128 | 1494 | 286 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.20 | 0.23 | 0.11 | 0.05 | 0.10 | 0.39 | 0.19 | 0.16 | 0.17 | 0.04 | 0.29 | 0.17 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.598
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 32 | 2112 | 293 | 28 | 1007 | 9 | 11 | 20 | 81 | 99 | 10 | 56 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 32 | 2112 | 293 | 28 | 1007 | 9 | 11 | 20 | 81 | 99 | 10 | 56 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 32 | 2112 | 293 | 28 | 1007 | 9 | 11 | 20 | 81 | 99 | 10 | 56 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 32 | 2112 | 293 | 28 | 1007 | 9 | 11 | 20 | 81 | 99 | 10 | 56 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 32 | 2112 | 293 | 28 | 1007 | 9 | 11 | 20 | 81 | 99 | 10 | 56 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.97 | 0.03 | 1.00 | 0.20 | 0.80 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 5055 | 45 | 1700 | 337 | 1363 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.41 | 0.17 | 0.02 | 0.20 | 0.20 | 0.01 | 0.06 | 0.06 | 0.06 | 0.01 | 0.03 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.607 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 29 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | |
| Rights: | Include | | | Include | | | Include | | | Include | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 20 | 1983 | 325 | 74 | 1425 | 8 | 47 | 24 | 127 | 244 | 12 | 118 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 1983 | 325 | 74 | 1425 | 8 | 47 | 24 | 127 | 244 | 12 | 118 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 1983 | 325 | 74 | 1425 | 8 | 47 | 24 | 127 | 244 | 12 | 118 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 1983 | 325 | 74 | 1425 | 8 | 47 | 24 | 127 | 244 | 12 | 118 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 20 | 1983 | 325 | 74 | 1425 | 8 | 47 | 24 | 127 | 244 | 12 | 118 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.98 | 0.02 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5072 | 28 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.39 | 0.19 | 0.02 | 0.28 | 0.28 | 0.03 | 0.01 | 0.07 | 0.07 | 0.01 | 0.07 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 25 | 1223 | 497 | 107 | 1085 | 471 | 938 | 531 | 8 | 188 | 283 | 101 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 25 | 1223 | 497 | 107 | 1085 | 471 | 938 | 531 | 8 | 188 | 283 | 101 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 25 | 1223 | 497 | 107 | 1085 | 471 | 938 | 531 | 8 | 188 | 283 | 101 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 25 | 1223 | 497 | 107 | 1085 | 471 | 938 | 531 | 8 | 188 | 283 | 101 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 25 | 1223 | 497 | 107 | 1085 | 471 | 938 | 531 | 8 | 188 | 283 | 101 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.97 | 0.03 | 2.00 | 1.47 | 0.53 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3350 | 50 | 3400 | 2506 | 894 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.24 | 0.29 | 0.03 | 0.21 | 0.28 | 0.28 | 0.16 | 0.16 | 0.06 | 0.11 | 0.11 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |

IUSD High School #5 TIA
Year 2017 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.887
Loss Time (sec): 0 Average Delay (sec/veh): 6.9
Optimal Cycle: 180 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 0 Average Delay (sec/veh): 22.9
Optimal Cycle: 135 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves.

 IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 115 | 82 | 279 | 33 | 58 | 15 | 7 | 1011 | 139 | 102 | 600 | 96 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 115 | 82 | 279 | 33 | 58 | 15 | 7 | 1011 | 139 | 102 | 600 | 96 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 115 | 82 | 279 | 33 | 58 | 15 | 7 | 1011 | 139 | 102 | 600 | 96 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 115 | 82 | 279 | 33 | 58 | 15 | 7 | 1011 | 139 | 102 | 600 | 96 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 115 | 82 | 279 | 33 | 58 | 15 | 7 | 1011 | 139 | 102 | 600 | 96 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.23 | 0.77 | 1.00 | 1.00 | 1.00 | 1.00 | 1.76 | 0.24 | 1.00 | 1.72 | 0.28 |
| Final Sat.: | 1700 | 386 | 1314 | 1700 | 1700 | 1700 | 1700 | 2989 | 411 | 1700 | 2931 | 469 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.21 | 0.21 | 0.02 | 0.03 | 0.01 | 0.00 | 0.34 | 0.34 | 0.06 | 0.20 | 0.20 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 4.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 23 | 297 | 1 | 73 | 275 | 100 | 144 | 35 | 84 | 1 | 22 | 74 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 23 | 297 | 1 | 73 | 275 | 100 | 144 | 35 | 84 | 1 | 22 | 74 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 23 | 297 | 1 | 73 | 275 | 100 | 144 | 35 | 84 | 1 | 22 | 74 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 23 | 297 | 1 | 73 | 275 | 100 | 144 | 35 | 84 | 1 | 22 | 74 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 23 | 297 | 1 | 73 | 275 | 100 | 144 | 35 | 84 | 1 | 22 | 74 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|---|----|-----|-----|-----|----|----|---|----|----|
| AutoPCE: | 23 | 297 | 1 | 73 | 275 | 100 | 144 | 35 | 84 | 1 | 22 | 74 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 23 | 297 | 1 | 73 | 275 | 100 | 144 | 35 | 84 | 1 | 22 | 74 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 252 | 46 | 349 | 464 |
| MaxVolume: | 1064 | 1175 | 1012 | 949 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1064 | 1175 | 1012 | 949 |
| ApproachVol: | 321 | 448 | 263 | 97 |
| ApproachV/C: | 0.30 | 0.38 | 0.26 | 0.10 |
| ApproachDel: | 4.8 | 4.9 | 4.8 | 4.2 |
| ApproachLOS: | A | A | A | A |
| Queue: | 1.3 | 1.8 | 1.0 | 0.3 |

IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.822
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 57 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 3 | 2 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 260 | 223 | 67 | 79 | 137 | 280 | 127 | 1329 | 255 | 90 | 1678 | 155 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 260 | 223 | 67 | 79 | 137 | 280 | 127 | 1329 | 255 | 90 | 1678 | 155 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 260 | 223 | 67 | 79 | 137 | 280 | 127 | 1329 | 255 | 90 | 1678 | 155 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 260 | 223 | 67 | 79 | 137 | 280 | 127 | 1329 | 255 | 90 | 1678 | 155 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 260 | 223 | 67 | 79 | 137 | 280 | 127 | 1329 | 255 | 90 | 1678 | 155 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.54 | 0.46 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 2614 | 786 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.09 | 0.09 | 0.05 | 0.04 | 0.16 | 0.04 | 0.26 | 0.15 | 0.03 | 0.49 | 0.09 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 169 | 167 | 12 | 35 | 167 | 523 | 621 | 385 | 199 | 13 | 410 | 44 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 169 | 167 | 12 | 35 | 167 | 523 | 621 | 385 | 199 | 13 | 410 | 44 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 169 | 167 | 12 | 35 | 167 | 523 | 621 | 385 | 199 | 13 | 410 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 169 | 167 | 12 | 35 | 167 | 523 | 621 | 385 | 199 | 13 | 410 | 44 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 169 | 167 | 12 | 35 | 167 | 523 | 621 | 385 | 199 | 13 | 410 | 44 |
| OvlAdjVol: | 212 | | | | | | | | | | | |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.93 | 0.07 | 1.00 | 1.00 | 1.00 | 2.00 | 1.32 | 0.68 | 1.00 | 1.81 | 0.19 |
| Final Sat.: | 1700 | 1586 | 114 | 1700 | 1700 | 1700 | 3400 | 2241 | 1159 | 1700 | 3070 | 330 |

Capacity Analysis Module:

| | | | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|--|------|
| Vol/Sat: | 0.10 | 0.11 | 0.11 | 0.02 | 0.10 | 0.31 | 0.18 | 0.17 | 0.17 | 0.01 | 0.13 | 0.13 | | |
| OvlAdjV/S: | 0.12 | | | | | | | | | | | | | |
| Crit Moves: | **** | | | | | | **** | **** | | | | | | **** |

IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.490 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 23 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 208 | 0 | 173 | 239 | 348 | 0 | 0 | 301 | 245 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 208 | 0 | 173 | 239 | 348 | 0 | 0 | 301 | 245 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 208 | 0 | 173 | 239 | 348 | 0 | 0 | 301 | 245 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 208 | 0 | 173 | 239 | 348 | 0 | 0 | 301 | 245 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 208 | 0 | 173 | 239 | 348 | 0 | 0 | 301 | 245 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.10 | 0.14 | 0.20 | 0.00 | 0.00 | 0.18 | 0.14 |
| Crit Moves: | | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.145
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 14 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 66 | 0 | 6 | 0 | 0 | 0 | 0 | 228 | 88 | 7 | 63 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 66 | 0 | 6 | 0 | 0 | 0 | 0 | 228 | 88 | 7 | 63 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 66 | 0 | 6 | 0 | 0 | 0 | 0 | 228 | 88 | 7 | 63 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 66 | 0 | 6 | 0 | 0 | 0 | 0 | 228 | 88 | 7 | 63 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 66 | 0 | 6 | 0 | 0 | 0 | 0 | 228 | 88 | 7 | 63 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 0.05 | 0.00 | 0.02 | 0.00 |
| Crit Moves: | **** | | | | | | | | **** | **** | | |

 IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.545 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 26 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 329 | 23 | 75 | 25 | 66 | 109 | 24 | 941 | 272 | 31 | 485 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 329 | 23 | 75 | 25 | 66 | 109 | 24 | 941 | 272 | 31 | 485 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 329 | 23 | 75 | 25 | 66 | 109 | 24 | 941 | 272 | 31 | 485 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 329 | 23 | 75 | 25 | 66 | 109 | 24 | 941 | 272 | 31 | 485 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 329 | 23 | 75 | 25 | 66 | 109 | 24 | 941 | 272 | 31 | 485 | 5 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.23 | 0.77 | 1.00 | 0.38 | 0.62 | 1.00 | 2.00 | 1.00 | 1.00 | 1.98 | 0.02 |
| Final Sat.: | 3400 | 399 | 1301 | 1700 | 641 | 1059 | 1700 | 3400 | 1700 | 1700 | 3365 | 35 |

-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.06 | 0.06 | 0.01 | 0.10 | 0.10 | 0.01 | 0.28 | 0.16 | 0.02 | 0.14 | 0.14 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module table with 12 columns representing capacity and critical moves like Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2017 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C[18.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume and growth factors across four directions.

Critical Gap Module: Table with 12 columns for critical gap and follow-up times.

Capacity Module: Table with 12 columns for conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns for LOS metrics like 2Way95thQ, Control Del, and Shared LOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 2.6 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 460 | 87 | 18 | 375 | 24 | 38 | 92 | 33 | 69 | 40 | 44 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 460 | 87 | 18 | 375 | 24 | 38 | 92 | 33 | 69 | 40 | 44 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 460 | 87 | 18 | 375 | 24 | 38 | 92 | 33 | 69 | 40 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 460 | 87 | 18 | 375 | 24 | 38 | 92 | 33 | 69 | 40 | 44 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 460 | 87 | 18 | 375 | 24 | 38 | 92 | 33 | 69 | 40 | 44 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|----|----|-----|----|----|----|----|----|----|----|
| AutoPCE: | 1 | 460 | 87 | 18 | 375 | 24 | 38 | 92 | 33 | 69 | 40 | 44 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 460 | 87 | 18 | 375 | 24 | 38 | 92 | 33 | 69 | 40 | 44 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 148 | 110 | 462 | 499 |
| MaxVolume: | 2317 | 2345 | 951 | 931 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2317 | 2345 | 951 | 931 |
| ApproachVol: | 548 | 417 | 163 | 153 |
| ApproachV/C: | 0.24 | 0.18 | 0.17 | 0.16 |
| ApproachDel: | 2.0 | 1.9 | 4.6 | 4.6 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.9 | 0.6 | 0.6 | 0.6 |

IUSD High School #5 TIA
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2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.345
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.2 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 152 | 1 | 0 | 124 | 2 | 3 | 329 | 1 | 2 | 245 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 152 | 1 | 0 | 124 | 2 | 3 | 329 | 1 | 2 | 245 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 152 | 1 | 0 | 124 | 2 | 3 | 329 | 1 | 2 | 245 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 152 | 1 | 0 | 124 | 2 | 3 | 329 | 1 | 2 | 245 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 152 | 1 | 0 | 124 | 2 | 3 | 329 | 1 | 2 | 245 | 0 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|---|---|-----|---|---|-----|---|---|-----|---|
| AutoPCE: | 1 | 152 | 1 | 0 | 124 | 2 | 3 | 329 | 1 | 2 | 245 | 0 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 152 | 1 | 0 | 124 | 2 | 3 | 329 | 1 | 2 | 245 | 0 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 332 | 248 | 126 | 156 |
| MaxVolume: | 1021 | 1066 | 1132 | 1116 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1021 | 1066 | 1132 | 1116 |
| ApproachVol: | 154 | 126 | 333 | 247 |
| ApproachV/C: | 0.15 | 0.12 | 0.29 | 0.22 |
| ApproachDel: | 4.2 | 3.8 | 4.5 | 4.1 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.5 | 0.4 | 1.2 | 0.8 |

IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 102 | 0 | 118 | 0 | 0 | 0 | 0 | 1333 | 77 | 136 | 1900 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 102 | 0 | 118 | 0 | 0 | 0 | 0 | 1333 | 77 | 136 | 1900 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 102 | 0 | 118 | 0 | 0 | 0 | 0 | 1333 | 77 | 136 | 1900 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 102 | 0 | 118 | 0 | 0 | 0 | 0 | 1333 | 77 | 136 | 1900 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 102 | 0 | 118 | 0 | 0 | 0 | 0 | 1333 | 77 | 136 | 1900 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.26 | 0.05 | 0.08 | 0.56 | 0.00 |
| Crit Moves: | | | **** | | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: A[9.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustment factors like Growth Adj, Initial Bse, User Adj, PHF Adj, Reduct Vol, Final Volume.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time values.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, move capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 3.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 66 | 27 | 269 | 0 | 0 | 156 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 66 | 27 | 269 | 0 | 0 | 156 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 66 | 27 | 269 | 0 | 0 | 156 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 66 | 27 | 269 | 0 | 0 | 156 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 66 | 27 | 269 | 0 | 0 | 156 | 4 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|---|---|----|----|-----|---|---|-----|---|
| AutoPCE: | 0 | 0 | 0 | 0 | 0 | 66 | 27 | 269 | 0 | 0 | 156 | 4 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 0 | 0 | 66 | 27 | 269 | 0 | 0 | 156 | 4 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 296 | 156 | 0 | 27 |
| MaxVolume: | xxxxxx | 1116 | 1200 | 1185 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1116 | 1200 | 1185 |
| ApproachVol: | xxxxxx | 66 | 296 | 160 |
| ApproachV/C: | 1.00 | 0.06 | 0.25 | 0.13 |
| ApproachDel: | xxxxxx | 3.4 | 4.0 | 3.5 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.2 | 1.0 | 0.5 |

IUSD High School #5 TIA
 Year 2017 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 106 | 47 | 162 | 74 | 40 | 45 | 45 | 1555 | 87 | 192 | 2141 | 112 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 106 | 47 | 162 | 74 | 40 | 45 | 45 | 1555 | 87 | 192 | 2141 | 112 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 106 | 47 | 162 | 74 | 40 | 45 | 45 | 1555 | 87 | 192 | 2141 | 112 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 106 | 47 | 162 | 74 | 40 | 45 | 45 | 1555 | 87 | 192 | 2141 | 112 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 106 | 47 | 162 | 74 | 40 | 45 | 45 | 1555 | 87 | 192 | 2141 | 112 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.03 | 0.10 | 0.04 | 0.02 | 0.03 | 0.03 | 0.30 | 0.05 | 0.11 | 0.42 | 0.07 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |

IUSD High School #5 TIA
Year 2017 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 79 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with 12 columns for different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics and 2 rows for Vol/Sat, Crit Moves.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 64 | 0 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | Volume |
| 0.00 | 0.04 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.00 | 0.056 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.06 | RTOG | | 0.06 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | |
| RTC | | 0.06 | RTC | | 0.06 | RTC | | 0.00 | RTC | | 0.01 | |
| Addl ICU | | -0.06 | Addl ICU | | -0.06 | Addl ICU | | 0.00 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.11 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 850 | Total Saturation |
| 0 | 57 | 0 | 53 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | Volume |
| 0.00 | 0.03 | 0.00 | 0.03 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.03 | V/C | | 0.03 | V/C | | 0.00 | V/C | | 0.00 | 0.065 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.06 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.03 | |
| RTC | | 0.03 | RTC | | 0.06 | RTC | | 0.03 | RTC | | 0.02 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.06 | Addl ICU | | -0.03 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.11 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1198 | 502 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 14 | 7 | 35 | 0 | 0 | 43 | 18 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | 0.00 | 0.00 | 0.04 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.04 | 0.040 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.04 | RTOG | | 0.04 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.01 | RTC | | 0.00 | RTC | | 0.04 | RTC | | 0.04 | |
| Addl ICU | | -0.01 | Addl ICU | | 0.01 | Addl ICU | | -0.04 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.01 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.10 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 0 | 0 | 0 | 1269 | 431 | Total Saturation |
| 0 | 0 | 0 | 7 | 0 | 7 | 35 | 0 | 0 | 0 | 53 | 18 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.02 | 0.00 | 0.00 | 0.00 | 0.04 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.02 | V/C | | 0.04 | 0.071 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.01 | RTOG | | 0.01 | RTOG | | 0.06 | RTOG | | 0.04 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.02 | RTOR | | 0.01 | RTOR | | 0.01 | |
| RTC | | 0.04 | RTC | | 0.02 | RTC | | 0.07 | RTC | | 0.05 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.02 | Addl ICU | | -0.07 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.12 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 7 | 0 | 0 | 42 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.02 | V/C | | 0.00 | V/C | | 0.00 | 0.025 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.02 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | |
| RTC | | 0.02 | RTC | | 0.02 | RTC | | 0.00 | RTC | | 0.02 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.02 | Addl ICU | | 0.02 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.02 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.09 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 484 | 1216 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 7 | 0 | 0 | 35 | 88 | 64 | 0 | 7 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.07 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.07 | V/C | | 0.04 | V/C | | 0.00 | 0.110 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.07 | RTOG | | 0.04 | RTOG | | -0.04 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.00 | RTOR | | 0.07 | |
| RTC | | 0.10 | RTC | | 0.10 | RTC | | 0.04 | RTC | | 0.01 | |
| Addl ICU | | -0.10 | Addl ICU | | -0.03 | Addl ICU | | -0.03 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.16 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 72 | 0 | 0 | 123 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.04 | 0.00 | 0.00 | 0.07 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.00 | 0.072 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.07 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.03 | |
| RTC | | 0.07 | RTC | | 0.07 | RTC | | 0.00 | RTC | | 0.02 | |
| Addl ICU | | -0.07 | Addl ICU | | 0.01 | Addl ICU | | 0.00 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.01 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.13 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 577 | 52 | 133 | 146 | 60 | 21 | 99 | 994 | 281 | 300 | 457 | 34 | Volume |
| 0.17 | 0.03 | 0.00 | 0.09 | 0.04 | 0.01 | 0.06 | 0.29 | 0.17 | 0.09 | 0.13 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.17 | V/C | | 0.04 | V/C | | 0.29 | V/C | | 0.09 | 0.586 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.04 | RTOG | | 0.29 | RTOG | | 0.32 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.25 | RTOR | | 0.17 | RTOR | | 0.17 | |
| RTC | | 0.19 | RTC | | 0.22 | RTC | | 0.42 | RTC | | 0.45 | |
| Addl ICU | | -0.19 | Addl ICU | | -0.21 | Addl ICU | | -0.25 | Addl ICU | | -0.43 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 0 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 4279 | 821 | 3400 | 3400 | 1700 | Total Saturation |
| 330 | 578 | 432 | 163 | 320 | 84 | 63 | 1329 | 255 | 307 | 1497 | 253 | Volume |
| 0.10 | 0.11 | 0.00 | 0.05 | 0.06 | 0.05 | 0.02 | 0.31 | 0.31 | 0.09 | 0.44 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.11 | V/C | | 0.05 | V/C | | 0.02 | V/C | | 0.44 | 0.620 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.06 | RTOG | | 0.37 | RTOG | | 0.44 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.02 | RTOR | | 0.10 | RTOR | | 0.05 | |
| RTC | | 0.22 | RTC | | 0.08 | RTC | | 0.44 | RTC | | 0.48 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.03 | Addl ICU | | -0.13 | Addl ICU | | -0.33 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.67 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3611 | 1489 | 3400 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 1700 | 1700 | Total Saturation |
| 309 | 1026 | 423 | 68 | 621 | 199 | 186 | 237 | 207 | 216 | 204 | 87 | Volume |
| 0.09 | 0.28 | 0.28 | 0.02 | 0.12 | 0.12 | 0.11 | 0.07 | 0.12 | 0.06 | 0.12 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.28 | | V/C | 0.02 | | V/C | 0.11 | | V/C | 0.12 | | 0.534 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.28 | | RTOG | 0.21 | | RTOG | 0.17 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.11 | | RTOR | 0.18 | | RTOR | 0.02 | | |
| RTC | 0.40 | | RTC | 0.30 | | RTC | 0.30 | | RTC | 0.14 | | |
| Addl ICU | -0.12 | | Addl ICU | -0.18 | | Addl ICU | -0.18 | | Addl ICU | -0.08 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 225 | 1778 | 490 | 77 | 891 | 114 | 287 | 557 | 157 | 213 | 455 | 176 | Volume |
| 0.07 | 0.35 | 0.29 | 0.02 | 0.17 | 0.07 | 0.08 | 0.16 | 0.09 | 0.06 | 0.13 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.35 | | V/C | 0.02 | | V/C | 0.16 | | V/C | 0.06 | | 0.598 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.35 | | RTOG | 0.31 | | RTOG | 0.16 | | RTOG | 0.14 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.09 | | RTOR | 0.20 | | RTOR | 0.02 | | |
| RTC | 0.40 | | RTC | 0.37 | | RTC | 0.31 | | RTC | 0.16 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.31 | | Addl ICU | -0.22 | | Addl ICU | -0.06 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.65 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 506 | 0 | 354 | 0 | 0 | 0 | 0 | 748 | 167 | 208 | 587 | 0 | Volume |
| 0.15 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.06 | 0.17 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.15 | V/C | | 0.00 | V/C | | 0.22 | V/C | | 0.06 | 0.430 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | -0.15 | RTOG | | 0.22 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.11 | RTOR | | 0.15 | RTOR | | 0.15 | |
| RTC | | 0.19 | RTC | | -0.07 | RTC | | 0.33 | RTC | | 0.39 | |
| Addl ICU | | -0.09 | Addl ICU | | 0.07 | Addl ICU | | -0.33 | Addl ICU | | -0.39 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.48 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 39 | 710 | 571 | 105 | 395 | 131 | 132 | 1086 | 147 | 419 | 1431 | 403 | Volume |
| 0.01 | 0.14 | 0.17 | 0.03 | 0.12 | 0.08 | 0.04 | 0.16 | 0.09 | 0.12 | 0.28 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.14 | V/C | | 0.03 | V/C | | 0.04 | V/C | | 0.28 | 0.490 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.14 | RTOG | | 0.16 | RTOG | | 0.20 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.04 | RTOR | | 0.05 | RTOR | | 0.03 | |
| RTC | | 0.26 | RTC | | 0.19 | RTC | | 0.24 | RTC | | 0.30 | |
| Addl ICU | | -0.09 | Addl ICU | | -0.11 | Addl ICU | | -0.15 | Addl ICU | | -0.07 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.54 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 548 | 2035 | 476 | 258 | 804 | 73 | 148 | 390 | 247 | 411 | 243 | 264 | Volume |
| 0.16 | 0.40 | 0.00 | 0.08 | 0.16 | 0.04 | 0.04 | 0.08 | 0.00 | 0.12 | 0.05 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.40 | V/C | | 0.08 | V/C | | 0.08 | V/C | | 0.12 | 0.672 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.40 | RTOG | | 0.31 | RTOG | | 0.08 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.15 | RTOR | | 0.32 | RTOR | | 0.08 | |
| RTC | | 0.49 | RTC | | 0.43 | RTC | | 0.31 | RTC | | 0.21 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.38 | Addl ICU | | -0.31 | Addl ICU | | -0.06 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.72 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 1 | 4 | 1 | 1.5 | 0.5 | 2 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 1700 | 6800 | 1700 | 3329 | 71 | 3400 | 1700 | 1133 | 567 | Total Saturation |
| 859 | 2790 | 59 | 11 | 1425 | 276 | 514 | 11 | 383 | 7 | 8 | 4 | Volume |
| 0.25 | 0.55 | 0.03 | 0.01 | 0.21 | 0.16 | 0.15 | 0.15 | 0.11 | 0.00 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.55 | | V/C | 0.01 | | V/C | 0.15 | | V/C | 0.01 | | 0.715 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.55 | | RTOG | 0.30 | | RTOG | 0.16 | | RTOG | 0.01 | | Right Turn Adjustment |
| RTOR | 0.01 | | RTOR | 0.15 | | RTOR | 0.34 | | RTOR | 0.01 | | |
| RTC | 0.55 | | RTC | 0.42 | | RTC | 0.42 | | RTC | 0.01 | | |
| Addl ICU | -0.52 | | Addl ICU | -0.25 | | Addl ICU | -0.30 | | Addl ICU | 0.00 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.77 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #304 Sand Canyon Ave (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 1700 | 3400 | 5100 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | Total Saturation |
| 0 | 3440 | 445 | 173 | 1640 | 0 | 0 | 0 | 0 | 319 | 0 | 260 | Volume |
| 0.00 | 0.67 | 0.26 | 0.05 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.67 | V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.09 | 0.819 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.67 | RTOG | | 0.73 | RTOG | | -0.09 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.40 | RTOR | | 0.05 | |
| RTC | | 0.74 | RTC | | 0.80 | RTC | | 0.21 | RTC | | 0.13 | |
| Addl ICU | | -0.48 | Addl ICU | | -0.80 | Addl ICU | | -0.21 | Addl ICU | | 0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.02 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | | 0.89 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 3348 | 370 | 640 | 1358 | 0 | 517 | 0 | 282 | 0 | 0 | 0 | Volume |
| 0.00 | 0.49 | 0.22 | 0.19 | 0.20 | 0.00 | 0.12 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.49 | V/C | | 0.19 | V/C | | 0.12 | V/C | | 0.00 | 0.802 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.49 | RTOG | | 0.68 | RTOG | | 0.12 | RTOG | | -0.12 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.12 | RTOR | | 0.48 | RTOR | | 0.19 | |
| RTC | | 0.58 | RTC | | 0.77 | RTC | | 0.48 | RTC | | 0.02 | |
| Addl ICU | | -0.37 | Addl ICU | | -0.77 | Addl ICU | | -0.37 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.85 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4949 | 151 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 25 | 3141 | 96 | 94 | 1450 | 24 | 79 | 6 | 48 | 48 | 2 | 93 | Volume |
| 0.01 | 0.63 | 0.63 | 0.06 | 0.28 | 0.01 | 0.05 | 0.00 | 0.03 | 0.03 | 0.00 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.63 | V/C | | 0.06 | V/C | | 0.05 | V/C | | 0.00 | 0.738 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.63 | RTOG | | 0.68 | RTOG | | 0.02 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.05 | RTOR | | 0.41 | RTOR | | 0.06 | |
| RTC | | 0.67 | RTC | | 0.71 | RTC | | 0.32 | RTC | | 0.04 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.70 | Addl ICU | | -0.30 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.80 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 2550 | 2550 | Total Saturation |
| 165 | 1676 | 129 | 485 | 953 | 137 | 230 | 170 | 64 | 173 | 60 | 1330 | Volume |
| 0.10 | 0.33 | 0.08 | 0.14 | 0.19 | 0.08 | 0.07 | 0.10 | 0.04 | 0.05 | 0.02 | 0.52 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.33 | V/C | | 0.14 | V/C | | 0.10 | V/C | | 0.05 | 0.622 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.33 | RTOG | | 0.37 | RTOG | | 0.10 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.13 | RTOR | | 0.28 | RTOR | | 0.14 | |
| RTC | | 0.37 | RTC | | 0.47 | RTC | | 0.31 | RTC | | 0.19 | |
| Addl ICU | | -0.29 | Addl ICU | | -0.39 | Addl ICU | | -0.28 | Addl ICU | | 0.33 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.33 | | 0.33 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 1.00 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 106 | 0 | 223 | 0 | 1606 | 171 | 230 | 2006 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.07 | 0.00 | 0.24 | 0.10 | 0.14 | 0.39 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.39 | 0.456 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.06 | RTOG | | 0.06 | RTOG | | 0.26 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.06 | |
| RTC | | 0.06 | RTC | | 0.06 | RTC | | 0.30 | RTC | | 0.44 | |
| Addl ICU | | -0.06 | Addl ICU | | 0.00 | Addl ICU | | -0.20 | Addl ICU | | -0.44 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.51 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4743 | 357 | Total Saturation |
| 223 | 0 | 469 | 0 | 0 | 0 | 0 | 1509 | 299 | 0 | 2057 | 155 | Volume |
| 0.13 | 0.00 | 0.28 | 0.00 | 0.00 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 | 0.43 | 0.43 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.43 | 0.565 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | -0.13 | RTOG | | 0.43 | RTOG | | 0.43 | Right Turn Adjustment |
| RTOR | | -0.01 | RTOR | | 0.00 | RTOR | | 0.13 | RTOR | | 0.13 | |
| RTC | | 0.12 | RTC | | -0.13 | RTC | | 0.53 | RTC | | 0.53 | |
| Addl ICU | | 0.15 | Addl ICU | | 0.13 | Addl ICU | | -0.53 | Addl ICU | | -0.10 | |
| | | 0.15 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.77 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 682 | 1190 | 182 | 175 | 511 | 663 | 636 | 837 | 281 | 128 | 1494 | 286 | Volume |
| 0.20 | 0.23 | 0.00 | 0.05 | 0.10 | 0.00 | 0.19 | 0.16 | 0.17 | 0.04 | 0.29 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.23 | V/C | | 0.05 | V/C | | 0.19 | V/C | | 0.29 | 0.765 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.08 | RTOG | | 0.44 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.32 | RTOR | | 0.19 | RTOR | | 0.18 | RTOR | | 0.05 | |
| RTC | | 0.47 | RTC | | 0.22 | RTC | | 0.58 | RTC | | 0.33 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.22 | Addl ICU | | -0.42 | Addl ICU | | -0.16 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.81 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5055 | 45 | 1700 | 337 | 1363 | 1700 | 1700 | 1700 | Total Saturation |
| 32 | 2112 | 293 | 28 | 1007 | 9 | 11 | 20 | 81 | 99 | 10 | 56 | Volume |
| 0.02 | 0.41 | 0.00 | 0.02 | 0.20 | 0.20 | 0.01 | 0.06 | 0.06 | 0.06 | 0.01 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.02 | V/C | | 0.06 | V/C | | 0.06 | 0.548 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.41 | RTOG | | 0.06 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.11 | RTOR | | 0.23 | RTOR | | 0.02 | |
| RTC | | 0.46 | RTC | | 0.50 | RTC | | 0.23 | RTC | | 0.12 | |
| Addl ICU | | -0.46 | Addl ICU | | -0.30 | Addl ICU | | -0.17 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.60 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5072 | 28 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 20 | 1983 | 325 | 74 | 1425 | 8 | 47 | 24 | 127 | 244 | 12 | 118 | Volume |
| 0.01 | 0.39 | 0.00 | 0.02 | 0.28 | 0.28 | 0.03 | 0.01 | 0.00 | 0.07 | 0.01 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.39 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.07 | 0.496 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.39 | RTOG | | 0.40 | RTOG | | 0.01 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.08 | RTOR | | 0.13 | RTOR | | 0.02 | |
| RTC | | 0.44 | RTC | | 0.46 | RTC | | 0.11 | RTC | | 0.07 | |
| Addl ICU | | -0.44 | Addl ICU | | -0.18 | Addl ICU | | -0.11 | Addl ICU | | -0.01 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.55 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2506 | 894 | Total Saturation |
| 25 | 1223 | 497 | 107 | 1085 | 471 | 938 | 531 | 8 | 188 | 283 | 101 | Volume |
| 0.01 | 0.24 | 0.00 | 0.03 | 0.21 | 0.00 | 0.28 | 0.16 | 0.00 | 0.06 | 0.11 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.24 | V/C | | 0.03 | V/C | | 0.28 | V/C | | 0.11 | 0.660 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.26 | RTOG | | 0.33 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.23 | RTOR | | 0.28 | RTOR | | 0.06 | RTOR | | 0.03 | |
| RTC | | 0.41 | RTC | | 0.46 | RTC | | 0.38 | RTC | | 0.14 | |
| Addl ICU | | -0.41 | Addl ICU | | -0.46 | Addl ICU | | -0.37 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.71 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5096 | 4 | 0 | 0 | 0 | 2550 | 0 | 2550 | Total Saturation |
| 0 | 2944 | 1280 | 0 | 1173 | 1 | 0 | 0 | 0 | 125 | 0 | 265 | Volume |
| 0.00 | 0.58 | 0.00 | 0.00 | 0.23 | 0.23 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.58 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.05 | 0.626 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.58 | RTOG | | 0.58 | RTOG | | -0.05 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.35 | RTOR | | 0.00 | |
| RTC | | 0.61 | RTC | | 0.61 | RTC | | 0.21 | RTC | | 0.05 | |
| Addl ICU | | -0.61 | Addl ICU | | -0.38 | Addl ICU | | -0.21 | Addl ICU | | 0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.05 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.73 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 2005 | 0 | 0 | 797 | 616 | 2334 | 0 | 326 | 0 | 0 | 0 | Volume |
| 0.00 | 0.39 | 0.00 | 0.00 | 0.16 | 0.00 | 0.46 | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.39 | V/C | | 0.00 | V/C | | 0.46 | V/C | | 0.00 | 0.851 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.39 | RTOG | | 0.39 | RTOG | | 0.46 | RTOG | | -0.46 | Right Turn Adjustment |
| RTOR | | 0.46 | RTOR | | 0.46 | RTOR | | 0.24 | RTOR | | 0.00 | |
| RTC | | 0.74 | RTC | | 0.74 | RTC | | 0.64 | RTC | | -0.46 | |
| Addl ICU | | -0.74 | Addl ICU | | -0.74 | Addl ICU | | -0.44 | Addl ICU | | 0.46 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.90 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|----------------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| 1700 | 386 | 1314 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 |
| 115 | 82 | 279 | 33 | 58 | 15 | 7 | 1011 | 139 | 102 | 600 | 96 |
| 0.07 | 0.21 | 0.21 | 0.02 | 0.03 | 0.01 | 0.00 | 0.30 | 0.08 | 0.06 | 0.18 | 0.06 |
| <i>Critical Movements</i> | | | | | | | | | | | |
| Direction | NBT | | Direction | SBT | | Direction | EBT | | Direction | WBL | |
| V/C | 0.21 | | V/C | 0.03 | | V/C | 0.30 | | V/C | 0.06 | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | |
| RTOG | 0.21 | | RTOG | 0.03 | | RTOG | 0.30 | | RTOG | 0.35 | |
| RTOR | 0.06 | | RTOR | 0.18 | | RTOR | 0.20 | | RTOR | -0.11 | |
| RTC | 0.26 | | RTC | 0.17 | | RTC | 0.45 | | RTC | 0.27 | |
| Addl ICU | -0.05 | | Addl ICU | -0.16 | | Addl ICU | -0.36 | | Addl ICU | -0.21 | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Initial ICU |
| | | | | | | | | | | | 0.604 |
| | | | | | | | | | | | Right Turn Adjustment |
| | | | | | | | | | | | 0.00 |
| | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | 0.65 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 500 | 1200 | 850 | 390 | 1310 | Total Saturation |
| 23 | 297 | 1 | 73 | 275 | 100 | 144 | 35 | 84 | 1 | 22 | 74 | Volume |
| 0.03 | 0.17 | 0.00 | 0.09 | 0.16 | 0.12 | 0.17 | 0.07 | 0.07 | 0.00 | 0.06 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.17 | V/C | | 0.09 | V/C | | 0.17 | V/C | | 0.06 | 0.486 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.17 | RTOG | | 0.23 | RTOG | | 0.22 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.17 | RTOR | | 0.10 | RTOR | | 0.09 | |
| RTC | | 0.29 | RTC | | 0.36 | RTC | | 0.30 | RTC | | 0.12 | |
| Addl ICU | | -0.29 | Addl ICU | | -0.24 | Addl ICU | | -0.23 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.54 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 260 | 223 | 67 | 79 | 137 | 280 | 127 | 1329 | 255 | 90 | 1678 | 155 | Volume |
| 0.08 | 0.07 | 0.04 | 0.05 | 0.04 | 0.00 | 0.04 | 0.26 | 0.15 | 0.03 | 0.49 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.08 | | V/C | 0.04 | | V/C | 0.04 | | V/C | 0.49 | | 0.648 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.07 | | RTOG | 0.04 | | RTOG | 0.50 | | RTOG | 0.49 | | Right Turn Adjustment |
| RTOR | 0.27 | | RTOR | 0.04 | | RTOR | 0.08 | | RTOR | 0.05 | | |
| RTC | 0.27 | | RTC | 0.07 | | RTC | 0.56 | | RTC | 0.53 | | |
| Addl ICU | -0.23 | | Addl ICU | -0.07 | | Addl ICU | -0.41 | | Addl ICU | -0.44 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1586 | 114 | 1700 | 1700 | 1700 | 3400 | 2241 | 1159 | 1700 | 3070 | 330 | Total Saturation |
| 169 | 167 | 12 | 35 | 167 | 523 | 621 | 385 | 199 | 13 | 410 | 44 | Volume |
| 0.10 | 0.11 | 0.11 | 0.02 | 0.10 | 0.31 | 0.18 | 0.17 | 0.17 | 0.01 | 0.13 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.10 | | V/C | 0.10 | | V/C | 0.18 | | V/C | 0.13 | | 0.514 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.18 | | RTOG | 0.10 | | RTOG | 0.31 | | RTOG | 0.13 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.18 | | RTOR | 0.10 | | RTOR | 0.09 | | |
| RTC | 0.29 | | RTC | 0.24 | | RTC | 0.38 | | RTC | 0.20 | | |
| Addl ICU | -0.18 | | Addl ICU | 0.07 | | Addl ICU | -0.21 | | Addl ICU | -0.07 | | |
| | 0.00 | | | 0.07 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1700 | 1700 | Total Saturation |
| 0 | 0 | 0 | 208 | 0 | 173 | 239 | 348 | 0 | 0 | 301 | 245 | Volume |
| 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.10 | 0.14 | 0.20 | 0.00 | 0.00 | 0.18 | 0.14 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.12 | | V/C | 0.14 | | V/C | 0.18 | | 0.440 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.12 | | RTOG | 0.12 | | RTOG | 0.32 | | RTOG | 0.18 | | Right Turn Adjustment |
| RTOR | 0.11 | | RTOR | 0.14 | | RTOR | 0.12 | | RTOR | 0.12 | | |
| RTC | -0.04 | | RTC | 0.23 | | RTC | 0.41 | | RTC | 0.27 | | |
| Addl ICU | 0.04 | | Addl ICU | -0.13 | | Addl ICU | -0.41 | | Addl ICU | -0.12 | | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.49 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 66 | 0 | 6 | 0 | 0 | 0 | 0 | 1514 | 88 | 7 | 2160 | 0 | Volume |
| 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.30 | 0.05 | 0.00 | 0.64 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.64 | 0.674 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | -0.04 | RTOG | | 0.63 | RTOG | | 0.64 | Right Turn Adjustment |
| RTOR | | 0.34 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.29 | RTC | | -0.04 | RTC | | 0.66 | RTC | | 0.66 | |
| Addl ICU | | -0.29 | Addl ICU | | 0.04 | Addl ICU | | -0.61 | Addl ICU | | -0.66 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.72 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 399 | 1301 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 329 | 23 | 75 | 25 | 66 | 109 | 24 | 941 | 272 | 31 | 485 | 5 | Volume |
| 0.10 | 0.06 | 0.06 | 0.01 | 0.04 | 0.06 | 0.01 | 0.28 | 0.16 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.10 | V/C | | 0.04 | V/C | | 0.28 | V/C | | 0.02 | 0.431 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.04 | RTOG | | 0.28 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.15 | RTOR | | 0.10 | RTOR | | 0.08 | |
| RTC | | 0.13 | RTC | | 0.15 | RTC | | 0.35 | RTC | | 0.34 | |
| Addl ICU | | -0.08 | Addl ICU | | -0.09 | Addl ICU | | -0.19 | Addl ICU | | -0.34 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.48 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 61 | 86 | 97 | 194 | 102 | 118 | 126 | 1348 | 68 | 167 | 1776 | 296 | Volume |
| 0.04 | 0.05 | 0.06 | 0.06 | 0.06 | 0.07 | 0.07 | 0.26 | 0.04 | 0.10 | 0.35 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.06 | | V/C | 0.07 | | V/C | 0.35 | | 0.530 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.05 | | RTOG | 0.07 | | RTOG | 0.32 | | RTOG | 0.35 | | |
| RTOR | 0.16 | | RTOR | 0.07 | | RTOR | 0.05 | | RTOR | 0.06 | | |
| RTC | 0.17 | | RTC | 0.13 | | RTC | 0.36 | | RTC | 0.39 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.06 | | Addl ICU | -0.32 | | Addl ICU | -0.22 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2393 | 1007 | 1700 | 3140 | 260 | 1700 | 390 | 1310 | 1700 | 1473 | 227 | Total Saturation |
| 44 | 328 | 138 | 4 | 314 | 26 | 9 | 11 | 37 | 58 | 13 | 2 | Volume |
| 0.03 | 0.14 | 0.14 | 0.00 | 0.10 | 0.10 | 0.01 | 0.03 | 0.03 | 0.03 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.10 | V/C | | 0.03 | V/C | | 0.03 | 0.188 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.10 | RTOG | | 0.03 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.05 | RTOR | | 0.03 | RTOR | | -0.01 | |
| RTC | | 0.15 | RTC | | 0.14 | RTC | | 0.05 | RTC | | 0.05 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.04 | Addl ICU | | -0.02 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.24 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1251 | 449 | 850 | 810 | 890 | Total Saturation |
| 1 | 460 | 87 | 18 | 375 | 24 | 38 | 92 | 33 | 69 | 40 | 44 | Volume |
| 0.00 | 0.27 | 0.10 | 0.02 | 0.22 | 0.03 | 0.04 | 0.07 | 0.07 | 0.08 | 0.05 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.27 | V/C | | 0.02 | V/C | | 0.07 | V/C | | 0.08 | 0.446 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.29 | RTOG | | 0.07 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.11 | RTOR | | 0.07 | RTOR | | 0.02 | |
| RTC | | 0.33 | RTC | | 0.37 | RTC | | 0.13 | RTC | | 0.13 | |
| Addl ICU | | -0.23 | Addl ICU | | -0.34 | Addl ICU | | -0.05 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.50 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1360 | 340 | 0 | 1700 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 | Total Saturation |
| 0 | 332 | 83 | 0 | 348 | 0 | 0 | 0 | 0 | 87 | 0 | 1 | Volume |
| 0.00 | 0.24 | 0.24 | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.20 | V/C | | 0.00 | V/C | | 0.05 | 0.256 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.20 | RTOG | | -0.05 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.00 | RTOR | | -0.04 | |
| RTC | | 0.24 | RTC | | 0.24 | RTC | | -0.05 | RTC | | 0.02 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.24 | Addl ICU | | 0.05 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.31 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1689 | 11 | 0 | 1673 | 27 | 850 | 1695 | 5 | 850 | 1700 | 0 | Total Saturation |
| 1 | 152 | 1 | 0 | 124 | 2 | 3 | 329 | 1 | 2 | 245 | 0 | Volume |
| 0.00 | 0.09 | 0.09 | 0.00 | 0.07 | 0.07 | 0.00 | 0.19 | 0.19 | 0.00 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.09 | V/C | | 0.00 | V/C | | 0.19 | V/C | | 0.00 | 0.286 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.09 | RTOG | | 0.19 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.09 | RTC | | 0.13 | RTC | | 0.21 | RTC | | 0.19 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.05 | Addl ICU | | -0.01 | Addl ICU | | -0.19 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.34 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 102 | 0 | 118 | 0 | 0 | 0 | 0 | 1333 | 77 | 136 | 1900 | 0 | Volume |
| 0.06 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.26 | 0.05 | 0.08 | 0.56 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.56 | 0.619 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.06 | RTOG | | -0.06 | RTOG | | 0.48 | RTOG | | 0.56 | Right Turn Adjustment |
| RTOR | | 0.30 | RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.06 | |
| RTC | | 0.28 | RTC | | -0.06 | RTC | | 0.52 | RTC | | 0.60 | |
| Addl ICU | | -0.21 | Addl ICU | | 0.06 | Addl ICU | | -0.48 | Addl ICU | | -0.60 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.67 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 85 | 0 | 0 | 78 | 15 | 20 | 0 | 3 | 0 | 0 | 0 | Volume |
| 0.00 | 0.05 | 0.00 | 0.00 | 0.05 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.00 | 0.062 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.05 | RTOG | | 0.01 | RTOG | | -0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.06 | RTC | | 0.06 | RTC | | 0.01 | RTC | | -0.01 | |
| Addl ICU | | -0.06 | Addl ICU | | -0.05 | Addl ICU | | -0.01 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.11 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 850 | 155 | 1545 | 0 | 0 | 1658 | 43 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 66 | 27 | 269 | 0 | 0 | 156 | 4 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.17 | 0.17 | 0.00 | 0.00 | 0.09 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.00 | | V/C | 0.17 | | V/C | 0.09 | | 0.268 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.00 | | RTOG | 0.00 | | RTOG | 0.27 | | RTOG | 0.09 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.17 | | RTOR | 0.00 | | RTOR | 0.00 | | |
| RTC | 0.07 | | RTC | 0.13 | | RTC | 0.27 | | RTC | 0.09 | | |
| Addl ICU | -0.07 | | Addl ICU | -0.05 | | Addl ICU | -0.27 | | Addl ICU | 0.00 | | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.32 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 106 | 47 | 162 | 74 | 40 | 45 | 45 | 1555 | 87 | 192 | 2141 | 112 | Volume |
| 0.06 | 0.03 | 0.10 | 0.04 | 0.02 | 0.03 | 0.03 | 0.30 | 0.05 | 0.11 | 0.42 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.06 | V/C | | 0.02 | V/C | | 0.03 | V/C | | 0.42 | 0.532 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.02 | RTOG | | 0.33 | RTOG | | 0.42 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.03 | RTOR | | 0.06 | RTOR | | 0.06 | |
| RTC | | 0.15 | RTC | | 0.04 | RTC | | 0.38 | RTC | | 0.46 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.02 | Addl ICU | | -0.33 | Addl ICU | | -0.40 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 259 | 1441 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 63 | 3 | 6 | 72 | 7 | 39 | 77 | 1635 | 228 | 21 | 2466 | 183 | Volume |
| 0.04 | 0.00 | 0.00 | 0.04 | 0.03 | 0.03 | 0.05 | 0.48 | 0.13 | 0.01 | 0.73 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.04 | V/C | | 0.05 | V/C | | 0.73 | 0.815 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.01 | RTOG | | 0.76 | RTOG | | 0.73 | Right Turn Adjustment |
| RTOR | | 0.29 | RTOR | | 0.05 | RTOR | | 0.02 | RTOR | | 0.04 | |
| RTC | | 0.22 | RTC | | 0.04 | RTC | | 0.77 | RTC | | 0.76 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.01 | Addl ICU | | -0.64 | Addl ICU | | -0.65 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.86 | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2017 – WITH STADIUM
2012 MODIFIED PROJECT OPTION 2
PM PEAK HOUR**

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Impact Analysis Report
 Level Of Service

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|------|-------------|---------|--------|-------------|---------|--------------|
| | LOS | Del/ Veh | V/ C | LOS | Del/ Veh | V/ C | |
| # 1 "B" St & Driveway 1 | A | 8.6 | 0.007 | A | 8.6 | 0.007 | + 0.000 D/V |
| # 2 "B" St & Driveway 2 | A | 8.6 | 0.034 | A | 8.6 | 0.034 | + 0.000 D/V |
| # 3 Driveway 3 & "LQ" St | A | 8.6 | 0.014 | A | 8.6 | 0.014 | + 0.000 D/V |
| # 4 Driveway 4 & "LQ" St | A | 9.0 | 0.023 | A | 9.0 | 0.023 | + 0.000 D/V |
| # 5 "LQ" St & Driveway 5 | A | 8.6 | 0.028 | A | 8.6 | 0.028 | + 0.000 D/V |
| # 6 "LQ" St & Driveway 6 | A | 9.2 | 0.070 | A | 9.2 | 0.070 | + 0.000 D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 D/V |
| #282 Jeffrey Rd & Portola Pkwy | B | xxxxx | 0.637 | B | xxxxx | 0.637 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | B | xxxxx | 0.670 | B | xxxxx | 0.670 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | B | xxxxx | 0.637 | B | xxxxx | 0.637 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | C | xxxxx | 0.736 | C | xxxxx | 0.736 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxx | 0.481 | A | xxxxx | 0.481 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | B | xxxxx | 0.602 | B | xxxxx | 0.602 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | C | xxxxx | 0.721 | C | xxxxx | 0.721 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | B | 19.1 | 0.709 | B | 19.1 | 0.709 | + 0.000 D/V |
| #304 Sand Canyon Ave & Marine Wy | E | xxxxx | 0.926 | E | xxxxx | 0.926 | + 0.000 V/C |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 18.3 | 0.790 | B | 18.3 | 0.790 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxx | 1.124 | F | xxxxx | 1.124 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | B | 11.1 | 0.465 | B | 11.1 | 0.465 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 17.0 | 0.724 | B | 17.0 | 0.724 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | D | xxxxx | 0.831 | D | xxxxx | 0.831 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | A | xxxxx | 0.598 | A | xxxxx | 0.598 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxx | 0.559 | A | xxxxx | 0.559 | + 0.000 V/C |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|--------------|-------------|--------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #341 Alton Pkwy & Barranca Pkwy | C | xxxxxx 0.708 | C | xxxxxx 0.708 | + 0.000 V/C |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | A | 5.8 0.661 | A | 5.8 0.661 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 22.1 0.831 | C | 22.1 0.831 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | D | xxxxxx 0.842 | D | xxxxxx 0.842 | + 0.000 V/C |
| #556 Ridge Valley & Portola Pkwy | B | xxxxxx 0.680 | B | xxxxxx 0.680 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 4.7 0.379 | A | 4.7 0.379 | + 0.000 V/C |
| #558 "O" St & Irvine Blvd | D | xxxxxx 0.805 | D | xxxxxx 0.805 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | A | xxxxxx 0.586 | A | xxxxxx 0.586 | + 0.000 V/C |
| #560 "O" St & Marine Wy | A | xxxxxx 0.500 | A | xxxxxx 0.500 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | C | xxxxxx 0.728 | C | xxxxxx 0.728 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | A | xxxxxx 0.545 | A | xxxxxx 0.545 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | A | xxxxxx 0.592 | A | xxxxxx 0.592 | + 0.000 V/C |
| #603 "O" St & "LN" St | C | 16.7 0.155 | C | 16.7 0.155 | + 0.000 D/V |
| #605 "O" St & "LQ" St | A | 2.5 0.242 | A | 2.5 0.242 | + 0.000 V/C |
| #608 "O" St & "LV" St | A | xxxxxx 0.361 | A | xxxxxx 0.361 | + 0.000 V/C |
| #626 "LY" St & "LQ" St | A | 4.2 0.278 | A | 4.2 0.278 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | B | xxxxxx 0.680 | B | xxxxxx 0.680 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A | 9.9 0.018 | A | 9.9 0.018 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A | 3.7 0.235 | A | 3.7 0.235 | + 0.000 V/C |
| #790 "Z" St & Irvine Blvd | B | xxxxxx 0.632 | B | xxxxxx 0.632 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D | xxxxxx 0.886 | D | xxxxxx 0.886 | + 0.000 V/C |

IUSD High School #5 TIA
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Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #603 "O" St & "LN" St | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|----|---|--------------|----|---|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 64 | 0 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 8.6 | | | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=7]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=166]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|---|-----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 64 | | 0 | 0 | | 95 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 7 |
| Major Street Volume: | | | | | | | | | | | 159 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 7 | | | | | | | | | |
| Minor Approach Volume Threshold: | 710 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | |
|--------------|--------------|----|---|--------------|----|----|------------|---|---|------------|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 57 | 0 | 0 | 53 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 8.6 | | | | | | |

 Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=7]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=159]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|----|---|----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | | 57 | | 0 | 53 | | 42 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 7 |
| Major Street Volume: | | | | | 152 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 7 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 934 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|----|---|----|--------------|---|---|---|----|----|----|----|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 14 | 7 | 35 | 0 | 0 | 0 | 0 | 43 | 18 | 18 | 18 |
| ApproachDel: | xxxxxx | | | | 8.6 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=14]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=117]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|---|----|--------------|---|---|---|----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | | 7 | 35 | 0 | | | 0 | 43 | 18 | | |
| Major Street Volume: | | | | | 103 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 14 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 1068 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|---|---|--------------|----|----|---|
| Movement: | L | T | R | | L | T | R | | L | T | R | | L | T | R | |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 35 | 0 | 0 | 0 | 0 | 53 | 18 | 0 |
| ApproachDel: | xxxxxx | | | | 9.0 | | | | xxxxxx | | | | xxxxxx | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=14]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=120]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|---|--------------|---|---|---|----|----|----|----|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 7 | 7 | 35 | 0 | 0 | 0 | 0 | 0 | 53 | 18 | 18 | 18 |
| Major Street Volume: | 106 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 14 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1058 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|--------------|---|---|--------------|---|---|------------|---|---|------------|----|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 7 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 8.6 | | | xxxxxx | | | | | | | | | | |

 Approach[eastbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=29]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=78]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|---|---|--------------|---|---|----|------------|---|---|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 7 | | 0 | 0 | | 42 | | 0 | 0 | | 0 | | 29 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 49 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 29 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 1024 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|---|---|--------------|----|----|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 7 | 0 | 0 | 35 | 88 | 64 | 0 | 7 | 0 | 0 | 0 | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.2 | | | xxxxxx | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=71]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=201]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|---|---|--------------|---|---|----|------------|----|-----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 7 | | 0 | 0 | | 35 | | 88 | 64 | | 0 | | 7 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | | | | | | | 130 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 71 | | | | | | | | | |
| Minor Approach Volume Threshold: | 1251 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|--------------|----|---|--------------|-----|-----|------------|---|---|------------|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 72 | 0 | 0 | 123 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|-----|------------|-----|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 72 | | 0 | 0 | | 123 | | 133 | 0 | | 0 | | 0 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 328 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 0 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 669 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|-----|-----|--------------|-----|----|------------|----|----|------------|----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 41 | 280 | 138 | 4 | 293 | 26 | 9 | 13 | 35 | 55 | 16 | 2 | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 12.2 | | | 16.7 | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=57]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=912]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=73]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=912]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #603 "O" St & "LN" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|-----|--------------|-----|----|------------|----|----|------------|----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 41 | 280 | 138 | 4 | 293 | 26 | 9 | 13 | 35 | 55 | 16 | 2 | | | | | | |
| Major Street Volume: | 782 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 73 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 480 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|----|------------|---|---|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 139 | 0 | 0 | 114 | 19 | 13 | 0 | 1 | 0 | 0 | 0 | | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.9 | | | xxxxxx | | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=14]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=286]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|-----|----|----|------------|---|----|---|------------|---|---|---|---|---|---|
| Movement: | L | T | R | | L | T | R | | L | T | R | | L | T | R | | | | |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 139 | 0 | 0 | 0 | 114 | 19 | 13 | 0 | 1 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Major Street Volume: | 272 | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 14 | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 934 | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[8.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 5 rows of adjustment factors.

Critical Gap Module table with 12 columns and 2 rows of gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity and volume data.

Level of Service Module table with 12 columns and 8 rows of LOS and delay data.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: A[8.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of adjustment factors.

Critical Gap Module table with 12 columns and 2 rows of gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity and volume data.

Level of Service Module table with 12 columns and 8 rows of delay and LOS data.

Note: Queue reported is the number of cars per lane.

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Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: A[8.6]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0-1).

Volume Module: Table with 13 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for approaches (North, South, East, West).

Critical Gap Module: Table with 13 columns for gap components (Critical Gp, FollowUpTim) and 4 columns for approaches (North, South, East, West).

Capacity Module: Table with 13 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for approaches (North, South, East, West).

Level of Service Module: Table with 13 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for approaches (North, South, East, West).

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[9.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume).

Critical Gap Module: Table with 12 columns for critical gap and follow-up time components.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap.).

Level of Service Module: Table with 12 columns for level of service components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS).

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[8.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns for gap and follow-up times. Rows include Critical Gap and FollowUpTime.

Capacity Module: Table with 12 columns for capacity metrics. Rows include Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns for LOS metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[9.2]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 1 0 0, etc.)

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume. Columns for each approach and movement.

Critical Gap Module: Critical Gp, FollowUpTim. Columns for each approach and movement.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Columns for each approach and movement.

Level of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Columns for each approach and movement.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module: Critical Gp, FollowUpTim.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 582 | 53 | 136 | 146 | 60 | 21 | 98 | 990 | 276 | 305 | 463 | 35 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 582 | 53 | 136 | 146 | 60 | 21 | 98 | 990 | 276 | 305 | 463 | 35 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 582 | 53 | 0 | 146 | 60 | 21 | 98 | 990 | 276 | 305 | 463 | 35 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 582 | 53 | 0 | 146 | 60 | 21 | 98 | 990 | 276 | 305 | 463 | 35 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 582 | 53 | 0 | 146 | 60 | 21 | 98 | 990 | 276 | 305 | 463 | 35 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.17 | 0.03 | 0.00 | 0.09 | 0.04 | 0.01 | 0.06 | 0.29 | 0.16 | 0.09 | 0.14 | 0.02 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.670 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 34 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | | | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 2 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 330 | 583 | 429 | 165 | 317 | 86 | 64 | 1327 | 251 | 301 | 1502 | 258 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 330 | 583 | 429 | 165 | 317 | 86 | 64 | 1327 | 251 | 301 | 1502 | 258 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 330 | 583 | 0 | 165 | 317 | 86 | 64 | 1327 | 251 | 301 | 1502 | 258 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 330 | 583 | 0 | 165 | 317 | 86 | 64 | 1327 | 251 | 301 | 1502 | 258 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 330 | 583 | 0 | 165 | 317 | 86 | 64 | 1327 | 251 | 301 | 1502 | 258 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.52 | 0.48 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4289 | 811 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.11 | 0.00 | 0.05 | 0.06 | 0.05 | 0.02 | 0.31 | 0.31 | 0.09 | 0.44 | 0.15 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
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2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns for saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity and critical moves. Rows include Vol/Sat and Crit Moves.

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 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 41 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 224 | 1782 | 482 | 76 | 883 | 114 | 292 | 556 | 157 | 211 | 456 | 178 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 224 | 1782 | 482 | 76 | 883 | 114 | 292 | 556 | 157 | 211 | 456 | 178 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 224 | 1782 | 482 | 76 | 883 | 114 | 292 | 556 | 157 | 211 | 456 | 178 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 224 | 1782 | 482 | 76 | 883 | 114 | 292 | 556 | 157 | 211 | 456 | 178 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 224 | 1782 | 482 | 76 | 883 | 114 | 292 | 556 | 157 | 211 | 456 | 178 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.36 | 0.64 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 4014 | 1086 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.44 | 0.44 | 0.02 | 0.17 | 0.07 | 0.09 | 0.16 | 0.09 | 0.06 | 0.13 | 0.10 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.481 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 23 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 503 | 0 | 345 | 0 | 0 | 0 | 0 | 761 | 166 | 201 | 594 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 503 | 0 | 345 | 0 | 0 | 0 | 0 | 761 | 166 | 201 | 594 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 503 | 0 | 345 | 0 | 0 | 0 | 0 | 761 | 0 | 201 | 594 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 503 | 0 | 345 | 0 | 0 | 0 | 0 | 761 | 0 | 201 | 594 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 503 | 0 | 345 | 0 | 0 | 0 | 0 | 761 | 0 | 201 | 594 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.15 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.06 | 0.17 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.602 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 29 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 2 | 0 | 2 | 2 | 0 | 4 | 2 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 399 | 704 | 574 | 105 | 396 | 129 | 130 | 1081 | 148 | 426 | 1430 | 401 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 399 | 704 | 574 | 105 | 396 | 129 | 130 | 1081 | 148 | 426 | 1430 | 401 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 399 | 704 | 574 | 105 | 396 | 129 | 130 | 1081 | 148 | 426 | 1430 | 401 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 399 | 704 | 574 | 105 | 396 | 129 | 130 | 1081 | 148 | 426 | 1430 | 401 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 399 | 704 | 574 | 105 | 396 | 129 | 130 | 1081 | 148 | 426 | 1430 | 401 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.12 | 0.14 | 0.17 | 0.03 | 0.12 | 0.08 | 0.04 | 0.16 | 0.09 | 0.13 | 0.28 | 0.24 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 39 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat and Crit Moves.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 0 Average Delay (sec/veh): 19.1
Optimal Cycle: 78 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns for various volume and adjustment factors: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with 12 columns for saturation flow factors: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis factors: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Sand Canyon Ave & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.926 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 105 | Level Of Service: | E |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 0 | |

| | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 3441 | 451 | 167 | 1629 | 0 | 0 | 0 | 0 | 331 | 0 | 259 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 3441 | 451 | 167 | 1629 | 0 | 0 | 0 | 0 | 331 | 0 | 259 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 3441 | 451 | 167 | 1629 | 0 | 0 | 0 | 0 | 331 | 0 | 259 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3441 | 451 | 167 | 1629 | 0 | 0 | 0 | 0 | 331 | 0 | 259 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 3441 | 451 | 167 | 1629 | 0 | 0 | 0 | 0 | 331 | 0 | 259 |

| | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 5100 | 1700 | 3400 | 5100 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 |

| | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.67 | 0.27 | 0.05 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.15 |
| Crit Moves: | **** | | | **** | | | | | | | | **** |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 0 Average Delay (sec/veh): 18.3
Optimal Cycle: 108 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.124
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 165 | 1685 | 131 | 486 | 952 | 136 | 225 | 166 | 62 | 173 | 60 | 1331 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 165 | 1685 | 131 | 486 | 952 | 136 | 225 | 166 | 62 | 173 | 60 | 1331 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 165 | 1685 | 131 | 486 | 952 | 136 | 225 | 166 | 62 | 173 | 60 | 1331 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 165 | 1685 | 131 | 486 | 952 | 136 | 225 | 166 | 62 | 173 | 60 | 1331 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 165 | 1685 | 131 | 486 | 952 | 136 | 225 | 166 | 62 | 173 | 60 | 1331 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.62 | 0.38 | 2.00 | 0.73 | 0.27 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 4463 | 638 | 3400 | 1238 | 462 | 3400 | 1700 | 3400 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.33 | 0.08 | 0.29 | 0.21 | 0.21 | 0.07 | 0.13 | 0.13 | 0.05 | 0.04 | 0.39 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 0 Average Delay (sec/veh): 11.1
Optimal Cycle: 43 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.724
Loss Time (sec): 0 Average Delay (sec/veh): 17.0
Optimal Cycle: 83 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow metrics like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.831
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 688 | 1197 | 169 | 177 | 515 | 669 | 634 | 839 | 280 | 127 | 1487 | 284 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 688 | 1197 | 169 | 177 | 515 | 669 | 634 | 839 | 280 | 127 | 1487 | 284 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 688 | 1197 | 0 | 177 | 515 | 0 | 634 | 839 | 280 | 127 | 1487 | 284 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 688 | 1197 | 0 | 177 | 515 | 0 | 634 | 839 | 280 | 127 | 1487 | 284 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 688 | 1197 | 0 | 177 | 515 | 0 | 634 | 839 | 280 | 127 | 1487 | 284 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.20 | 0.23 | 0.00 | 0.05 | 0.10 | 0.00 | 0.19 | 0.16 | 0.16 | 0.04 | 0.29 | 0.17 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.598 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 29 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 32 | 2112 | 293 | 28 | 1018 | 9 | 11 | 20 | 81 | 99 | 10 | 56 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 32 | 2112 | 293 | 28 | 1018 | 9 | 11 | 20 | 81 | 99 | 10 | 56 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 32 | 2112 | 0 | 28 | 1018 | 9 | 11 | 20 | 81 | 99 | 10 | 56 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 32 | 2112 | 0 | 28 | 1018 | 9 | 11 | 20 | 81 | 99 | 10 | 56 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 32 | 2112 | 0 | 28 | 1018 | 9 | 11 | 20 | 81 | 99 | 10 | 56 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.97 | 0.03 | 1.00 | 0.20 | 0.80 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 5055 | 45 | 1700 | 337 | 1363 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.41 | 0.00 | 0.02 | 0.20 | 0.20 | 0.01 | 0.06 | 0.06 | 0.06 | 0.01 | 0.03 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume per saturation and critical moves.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 38 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 26 | 1219 | 499 | 106 | 1086 | 472 | 936 | 532 | 9 | 188 | 284 | 100 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 26 | 1219 | 499 | 106 | 1086 | 472 | 936 | 532 | 9 | 188 | 284 | 100 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 26 | 1219 | 0 | 106 | 1086 | 0 | 936 | 532 | 9 | 188 | 284 | 100 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 1219 | 0 | 106 | 1086 | 0 | 936 | 532 | 9 | 188 | 284 | 100 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 26 | 1219 | 0 | 106 | 1086 | 0 | 936 | 532 | 9 | 188 | 284 | 100 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.97 | 0.03 | 2.00 | 1.48 | 0.52 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3343 | 57 | 3400 | 2515 | 885 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.24 | 0.00 | 0.03 | 0.21 | 0.00 | 0.28 | 0.16 | 0.16 | 0.06 | 0.11 | 0.11 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 0 Average Delay (sec/veh): 5.8
Optimal Cycle: 67 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 0 Average Delay (sec/veh): 22.1
Optimal Cycle: 135 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.842
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 115 | 82 | 279 | 33 | 58 | 15 | 7 | 1011 | 139 | 102 | 600 | 96 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 115 | 82 | 279 | 33 | 58 | 15 | 7 | 1011 | 139 | 102 | 600 | 96 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 115 | 82 | 279 | 33 | 58 | 15 | 7 | 1011 | 139 | 102 | 600 | 96 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 115 | 82 | 279 | 33 | 58 | 15 | 7 | 1011 | 139 | 102 | 600 | 96 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 115 | 82 | 279 | 33 | 58 | 15 | 7 | 1011 | 139 | 102 | 600 | 96 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.23 | 0.77 | 1.00 | 1.00 | 1.00 | 1.00 | 1.76 | 0.24 | 1.00 | 1.72 | 0.28 |
| Final Sat.: | 1700 | 386 | 1314 | 1700 | 1700 | 1700 | 1700 | 2989 | 411 | 1700 | 2931 | 469 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.21 | 0.21 | 0.02 | 0.03 | 0.01 | 0.00 | 0.34 | 0.34 | 0.06 | 0.20 | 0.20 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 4.7 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 22 | 251 | 1 | 94 | 251 | 100 | 144 | 34 | 86 | 2 | 24 | 119 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 22 | 251 | 1 | 94 | 251 | 100 | 144 | 34 | 86 | 2 | 24 | 119 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 22 | 251 | 1 | 94 | 251 | 100 | 144 | 34 | 86 | 2 | 24 | 119 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 22 | 251 | 1 | 94 | 251 | 100 | 144 | 34 | 86 | 2 | 24 | 119 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 22 | 251 | 1 | 94 | 251 | 100 | 144 | 34 | 86 | 2 | 24 | 119 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|---|----|-----|-----|-----|----|----|---|----|-----|
| AutoPCE: | 22 | 251 | 1 | 94 | 251 | 100 | 144 | 34 | 86 | 2 | 24 | 119 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 22 | 251 | 1 | 94 | 251 | 100 | 144 | 34 | 86 | 2 | 24 | 119 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 272 | 48 | 347 | 417 |
| MaxVolume: | 1053 | 1174 | 1013 | 975 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1053 | 1174 | 1013 | 975 |
| ApproachVol: | 274 | 445 | 264 | 145 |
| ApproachV/C: | 0.26 | 0.38 | 0.26 | 0.15 |
| ApproachDel: | 4.6 | 4.9 | 4.8 | 4.3 |
| ApproachLOS: | A | A | A | A |
| Queue: | 1.0 | 1.8 | 1.0 | 0.5 |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module table with 12 columns representing capacity and critical move factors like Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module table with 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, OvlAdjV/S, and Crit Moves.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 24 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 213 | 0 | 191 | 248 | 343 | 0 | 0 | 304 | 246 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 213 | 0 | 191 | 248 | 343 | 0 | 0 | 304 | 246 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 213 | 0 | 191 | 248 | 343 | 0 | 0 | 304 | 246 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 213 | 0 | 191 | 248 | 343 | 0 | 0 | 304 | 246 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 213 | 0 | 191 | 248 | 343 | 0 | 0 | 304 | 246 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1700 | 1700 |

-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.11 | 0.15 | 0.20 | 0.00 | 0.00 | 0.18 | 0.14 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 66 | 0 | 6 | 0 | 0 | 0 | 0 | 1528 | 88 | 7 | 2172 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 66 | 0 | 6 | 0 | 0 | 0 | 0 | 1528 | 88 | 7 | 2172 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 66 | 0 | 6 | 0 | 0 | 0 | 0 | 1528 | 88 | 7 | 2172 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 66 | 0 | 6 | 0 | 0 | 0 | 0 | 1528 | 88 | 7 | 2172 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 66 | 0 | 6 | 0 | 0 | 0 | 0 | 1528 | 88 | 7 | 2172 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.30 | 0.05 | 0.00 | 0.64 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.545
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 26 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 329 | 23 | 75 | 25 | 66 | 109 | 24 | 941 | 272 | 31 | 485 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 329 | 23 | 75 | 25 | 66 | 109 | 24 | 941 | 272 | 31 | 485 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 329 | 23 | 75 | 25 | 66 | 109 | 24 | 941 | 272 | 31 | 485 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 329 | 23 | 75 | 25 | 66 | 109 | 24 | 941 | 272 | 31 | 485 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 329 | 23 | 75 | 25 | 66 | 109 | 24 | 941 | 272 | 31 | 485 | 5 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.23 | 0.77 | 1.00 | 0.38 | 0.62 | 1.00 | 2.00 | 1.00 | 1.00 | 1.98 | 0.02 |
| Final Sat.: | 3400 | 399 | 1301 | 1700 | 641 | 1059 | 1700 | 3400 | 1700 | 1700 | 3365 | 35 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.06 | 0.06 | 0.01 | 0.10 | 0.10 | 0.01 | 0.28 | 0.16 | 0.02 | 0.14 | 0.14 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 60 | 84 | 100 | 195 | 101 | 117 | 127 | 1369 | 68 | 168 | 1791 | 299 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 60 | 84 | 100 | 195 | 101 | 117 | 127 | 1369 | 68 | 168 | 1791 | 299 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 60 | 84 | 100 | 195 | 101 | 117 | 127 | 1369 | 68 | 168 | 1791 | 299 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 60 | 84 | 100 | 195 | 101 | 117 | 127 | 1369 | 68 | 168 | 1791 | 299 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 60 | 84 | 100 | 195 | 101 | 117 | 127 | 1369 | 68 | 168 | 1791 | 299 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.05 | 0.06 | 0.06 | 0.06 | 0.07 | 0.07 | 0.27 | 0.04 | 0.10 | 0.35 | 0.18 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C[16.7]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 1 1 0).

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 rows for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for gap components (Critical Gap, FollowUpTim) and 4 rows for North, South, East, West bounds.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) and 4 rows for North, South, East, West bounds.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 rows for North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 2.5 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 454 | 108 | 2 | 363 | 24 | 38 | 98 | 24 | 72 | 43 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 454 | 108 | 2 | 363 | 24 | 38 | 98 | 24 | 72 | 43 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 454 | 108 | 2 | 363 | 24 | 38 | 98 | 24 | 72 | 43 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 454 | 108 | 2 | 363 | 24 | 38 | 98 | 24 | 72 | 43 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 454 | 108 | 2 | 363 | 24 | 38 | 98 | 24 | 72 | 43 | 2 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|-----|---|-----|----|----|----|----|----|----|---|
| AutoPCE: | 0 | 454 | 108 | 2 | 363 | 24 | 38 | 98 | 24 | 72 | 43 | 2 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 454 | 108 | 2 | 363 | 24 | 38 | 98 | 24 | 72 | 43 | 2 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 138 | 115 | 437 | 492 |
| MaxVolume: | 2325 | 2341 | 964 | 934 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2325 | 2341 | 964 | 934 |
| ApproachVol: | 562 | 389 | 160 | 117 |
| ApproachV/C: | 0.24 | 0.17 | 0.17 | 0.13 |
| ApproachDel: | 2.0 | 1.8 | 4.5 | 4.4 |
| ApproachLOS: | A | A | A | A |
| Queue: | 1.0 | 0.6 | 0.6 | 0.4 |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.361 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 19 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | | |
| Rights: | Include | | | Include | | | Include | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 327 | 84 | 1 | 335 | 0 | 0 | 0 | 0 | 116 | 0 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 327 | 84 | 1 | 335 | 0 | 0 | 0 | 0 | 116 | 0 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 327 | 84 | 1 | 335 | 0 | 0 | 0 | 0 | 116 | 0 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 327 | 84 | 1 | 335 | 0 | 0 | 0 | 0 | 116 | 0 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 327 | 84 | 1 | 335 | 0 | 0 | 0 | 0 | 116 | 0 | 2 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.80 | 0.20 | 0.01 | 0.99 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 1353 | 347 | 5 | 1695 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.24 | 0.24 | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | | | | **** | | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.2 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 153 | 5 | 0 | 134 | 1 | 1 | 312 | 0 | 6 | 234 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 153 | 5 | 0 | 134 | 1 | 1 | 312 | 0 | 6 | 234 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 153 | 5 | 0 | 134 | 1 | 1 | 312 | 0 | 6 | 234 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 153 | 5 | 0 | 134 | 1 | 1 | 312 | 0 | 6 | 234 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 153 | 5 | 0 | 134 | 1 | 1 | 312 | 0 | 6 | 234 | 0 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|---|---|-----|---|---|-----|---|---|-----|---|
| AutoPCE: | 1 | 153 | 5 | 0 | 134 | 1 | 1 | 312 | 0 | 6 | 234 | 0 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 153 | 5 | 0 | 134 | 1 | 1 | 312 | 0 | 6 | 234 | 0 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 313 | 241 | 140 | 155 |
| MaxVolume: | 1031 | 1070 | 1124 | 1116 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 1031 | 1070 | 1124 | 1116 |
| ApproachVol: | 159 | 135 | 313 | 240 |
| ApproachV/C: | 0.15 | 0.13 | 0.28 | 0.21 |
| ApproachDel: | 4.1 | 3.9 | 4.4 | 4.1 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.5 | 0.4 | 1.1 | 0.8 |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 100 | 0 | 122 | 0 | 0 | 0 | 0 | 1346 | 82 | 152 | 1897 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 100 | 0 | 122 | 0 | 0 | 0 | 0 | 1346 | 82 | 152 | 1897 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 100 | 0 | 122 | 0 | 0 | 0 | 0 | 1346 | 82 | 152 | 1897 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 100 | 0 | 122 | 0 | 0 | 0 | 0 | 1346 | 82 | 152 | 1897 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 100 | 0 | 122 | 0 | 0 | 0 | 0 | 1346 | 82 | 152 | 1897 | 0 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 |

-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.26 | 0.05 | 0.09 | 0.56 | 0.00 |
| Crit Moves: | | | **** | | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2017 With Project
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A[9.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes (1 0 1 0 0).

Volume Module table with 12 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows including Critical Gap and FollowUpTime.

Capacity Module table with 12 columns and 4 rows including Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 8 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 3.7 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 65 | 27 | 255 | 0 | 0 | 150 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 65 | 27 | 255 | 0 | 0 | 150 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 65 | 27 | 255 | 0 | 0 | 150 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 65 | 27 | 255 | 0 | 0 | 150 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 65 | 27 | 255 | 0 | 0 | 150 | 4 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|---|---|----|----|-----|---|---|-----|---|
| AutoPCE: | 0 | 0 | 0 | 0 | 0 | 65 | 27 | 255 | 0 | 0 | 150 | 4 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 0 | 0 | 65 | 27 | 255 | 0 | 0 | 150 | 4 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 282 | 150 | 0 | 27 |
| MaxVolume: | xxxxxx | 1119 | 1200 | 1185 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1119 | 1200 | 1185 |
| ApproachVol: | xxxxxx | 65 | 282 | 154 |
| ApproachV/C: | 1.00 | 0.06 | 0.24 | 0.13 |
| ApproachDel: | xxxxxx | 3.4 | 3.9 | 3.5 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.2 | 0.9 | 0.4 |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.632
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 106 | 46 | 150 | 74 | 35 | 49 | 47 | 1569 | 86 | 177 | 2153 | 111 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 106 | 46 | 150 | 74 | 35 | 49 | 47 | 1569 | 86 | 177 | 2153 | 111 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 106 | 46 | 150 | 74 | 35 | 49 | 47 | 1569 | 86 | 177 | 2153 | 111 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 106 | 46 | 150 | 74 | 35 | 49 | 47 | 1569 | 86 | 177 | 2153 | 111 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 106 | 46 | 150 | 74 | 35 | 49 | 47 | 1569 | 86 | 177 | 2153 | 111 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.03 | 0.09 | 0.04 | 0.02 | 0.03 | 0.03 | 0.31 | 0.05 | 0.10 | 0.42 | 0.07 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2017 With Project
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.886
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 79 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 63 | 3 | 6 | 71 | 7 | 40 | 79 | 1636 | 228 | 21 | 2465 | 182 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 63 | 3 | 6 | 71 | 7 | 40 | 79 | 1636 | 228 | 21 | 2465 | 182 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 63 | 3 | 6 | 71 | 7 | 40 | 79 | 1636 | 228 | 21 | 2465 | 182 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 63 | 3 | 6 | 71 | 7 | 40 | 79 | 1636 | 228 | 21 | 2465 | 182 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 63 | 3 | 6 | 71 | 7 | 40 | 79 | 1636 | 228 | 21 | 2465 | 182 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.15 | 0.85 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 253 | 1447 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.00 | 0.00 | 0.04 | 0.03 | 0.03 | 0.05 | 0.48 | 0.13 | 0.01 | 0.73 | 0.11 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 64 | 0 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | Volume |
| 0.00 | 0.04 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.00 | 0.056 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.06 | RTOG | | 0.06 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | |
| RTC | | 0.06 | RTC | | 0.06 | RTC | | 0.00 | RTC | | 0.01 | |
| Addl ICU | | -0.06 | Addl ICU | | -0.06 | Addl ICU | | 0.00 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.11 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 850 | Total Saturation |
| 0 | 57 | 0 | 53 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | Volume |
| 0.00 | 0.03 | 0.00 | 0.03 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.03 | V/C | | 0.03 | V/C | | 0.00 | V/C | | 0.00 | 0.065 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.06 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.03 | |
| RTC | | 0.03 | RTC | | 0.06 | RTC | | 0.03 | RTC | | 0.02 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.06 | Addl ICU | | -0.03 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.11 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1198 | 502 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 14 | 7 | 35 | 0 | 0 | 43 | 18 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | 0.00 | 0.00 | 0.04 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.04 | 0.040 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.04 | RTOG | | 0.04 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.01 | RTC | | 0.00 | RTC | | 0.04 | RTC | | 0.04 | |
| Addl ICU | | -0.01 | Addl ICU | | 0.01 | Addl ICU | | -0.04 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.01 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.10 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 0 | 0 | 0 | 1269 | 431 | Total Saturation |
| 0 | 0 | 0 | 7 | 0 | 7 | 35 | 0 | 0 | 0 | 53 | 18 | Volume |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.02 | 0.00 | 0.00 | 0.00 | 0.04 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.01 | | V/C | 0.02 | | V/C | 0.04 | | 0.071 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.01 | | RTOG | 0.01 | | RTOG | 0.06 | | RTOG | 0.04 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.02 | | RTOR | 0.01 | | RTOR | 0.01 | | |
| RTC | 0.04 | | RTC | 0.02 | | RTC | 0.07 | | RTC | 0.05 | | |
| Addl ICU | -0.04 | | Addl ICU | -0.02 | | Addl ICU | -0.07 | | Addl ICU | -0.01 | | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.12 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 7 | 0 | 0 | 42 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.02 | V/C | | 0.00 | V/C | | 0.00 | 0.025 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.02 | RTOG | | 0.02 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | |
| RTC | | 0.02 | RTC | | 0.02 | RTC | | 0.00 | RTC | | 0.02 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.02 | Addl ICU | | 0.02 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.02 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.09 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 484 | 1216 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 7 | 0 | 0 | 35 | 88 | 64 | 0 | 7 | 0 | 0 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.07 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.07 | V/C | | 0.04 | V/C | | 0.00 | 0.110 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.07 | RTOG | | 0.04 | RTOG | | -0.04 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.00 | RTOR | | 0.07 | |
| RTC | | 0.10 | RTC | | 0.10 | RTC | | 0.04 | RTC | | 0.01 | |
| Addl ICU | | -0.10 | Addl ICU | | -0.03 | Addl ICU | | -0.03 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.16 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 72 | 0 | 0 | 123 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.04 | 0.00 | 0.00 | 0.07 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.00 | 0.072 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.07 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.03 | |
| RTC | | 0.07 | RTC | | 0.07 | RTC | | 0.00 | RTC | | 0.02 | |
| Addl ICU | | -0.07 | Addl ICU | | 0.01 | Addl ICU | | 0.00 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.01 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.13 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 582 | 53 | 136 | 146 | 60 | 21 | 98 | 990 | 276 | 305 | 463 | 35 | Volume |
| 0.17 | 0.03 | 0.00 | 0.09 | 0.04 | 0.01 | 0.06 | 0.29 | 0.16 | 0.09 | 0.14 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.17 | | V/C | 0.04 | | V/C | 0.29 | | V/C | 0.09 | | 0.587 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.04 | | RTOG | 0.29 | | RTOG | 0.32 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.24 | | RTOR | 0.17 | | RTOR | 0.18 | | |
| RTC | 0.19 | | RTC | 0.22 | | RTC | 0.42 | | RTC | 0.45 | | |
| Addl ICU | -0.19 | | Addl ICU | -0.21 | | Addl ICU | -0.26 | | Addl ICU | -0.43 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 0 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 4289 | 811 | 3400 | 3400 | 1700 | Total Saturation |
| 330 | 583 | 429 | 165 | 317 | 86 | 64 | 1327 | 251 | 301 | 1502 | 258 | Volume |
| 0.10 | 0.11 | 0.00 | 0.05 | 0.06 | 0.05 | 0.02 | 0.31 | 0.31 | 0.09 | 0.44 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.11 | V/C | | 0.05 | V/C | | 0.02 | V/C | | 0.44 | 0.623 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.07 | RTOG | | 0.37 | RTOG | | 0.44 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.02 | RTOR | | 0.10 | RTOR | | 0.05 | |
| RTC | | 0.23 | RTC | | 0.08 | RTC | | 0.45 | RTC | | 0.48 | |
| Addl ICU | | -0.23 | Addl ICU | | -0.03 | Addl ICU | | -0.14 | Addl ICU | | -0.33 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3618 | 1482 | 3400 | 5100 | 1700 | 1700 | 3400 | 1700 | 3400 | 1700 | 1700 | Total Saturation |
| 310 | 1035 | 424 | 68 | 621 | 199 | 186 | 237 | 207 | 124 | 204 | 87 | Volume |
| 0.09 | 0.29 | 0.29 | 0.02 | 0.12 | 0.12 | 0.11 | 0.07 | 0.12 | 0.04 | 0.12 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.29 | | V/C | 0.02 | | V/C | 0.11 | | V/C | 0.12 | | 0.535 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.29 | | RTOG | 0.21 | | RTOG | 0.19 | | RTOG | 0.12 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.11 | | RTOR | 0.18 | | RTOR | 0.02 | | |
| RTC | 0.41 | | RTC | 0.30 | | RTC | 0.33 | | RTC | 0.14 | | |
| Addl ICU | -0.12 | | Addl ICU | -0.18 | | Addl ICU | -0.21 | | Addl ICU | -0.08 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.59 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 224 | 1782 | 482 | 76 | 883 | 114 | 292 | 556 | 157 | 211 | 456 | 178 | Volume |
| 0.07 | 0.35 | 0.28 | 0.02 | 0.17 | 0.07 | 0.09 | 0.16 | 0.09 | 0.06 | 0.13 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.35 | | V/C | 0.02 | | V/C | 0.16 | | V/C | 0.06 | | 0.597 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.35 | | RTOG | 0.31 | | RTOG | 0.16 | | RTOG | 0.14 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.09 | | RTOR | 0.20 | | RTOR | 0.02 | | |
| RTC | 0.40 | | RTC | 0.37 | | RTC | 0.31 | | RTC | 0.16 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.31 | | Addl ICU | -0.22 | | Addl ICU | -0.05 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.65 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 503 | 0 | 345 | 0 | 0 | 0 | 0 | 761 | 166 | 201 | 594 | 0 | Volume |
| 0.15 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.06 | 0.17 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.15 | | V/C | 0.00 | | V/C | 0.22 | | V/C | 0.06 | | 0.431 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.15 | | RTOG | -0.15 | | RTOG | 0.22 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.11 | | RTOR | 0.15 | | RTOR | 0.15 | | |
| RTC | 0.19 | | RTC | -0.07 | | RTC | 0.33 | | RTC | 0.39 | | |
| Addl ICU | -0.09 | | Addl ICU | 0.07 | | Addl ICU | -0.33 | | Addl ICU | -0.39 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.48 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 399 | 704 | 574 | 105 | 396 | 129 | 130 | 1081 | 148 | 426 | 1430 | 401 | Volume |
| 0.12 | 0.14 | 0.17 | 0.03 | 0.12 | 0.08 | 0.04 | 0.16 | 0.09 | 0.13 | 0.28 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.12 | V/C | | 0.12 | V/C | | 0.04 | V/C | | 0.28 | 0.552 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.12 | RTOG | | 0.19 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.04 | RTOR | | 0.12 | RTOR | | 0.10 | |
| RTC | | 0.32 | RTC | | 0.15 | RTC | | 0.28 | RTC | | 0.35 | |
| Addl ICU | | -0.15 | Addl ICU | | -0.07 | Addl ICU | | -0.19 | Addl ICU | | -0.12 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.60 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 550 | 2031 | 484 | 261 | 802 | 73 | 145 | 388 | 243 | 407 | 241 | 261 | Volume |
| 0.16 | 0.40 | 0.00 | 0.08 | 0.16 | 0.04 | 0.04 | 0.08 | 0.00 | 0.12 | 0.05 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.40 | V/C | | 0.08 | V/C | | 0.08 | V/C | | 0.12 | 0.671 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.40 | RTOG | | 0.31 | RTOG | | 0.08 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.15 | RTOR | | 0.32 | RTOR | | 0.08 | |
| RTC | | 0.49 | RTC | | 0.42 | RTC | | 0.31 | RTC | | 0.21 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.38 | Addl ICU | | -0.31 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.72 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 1 | 4 | 1 | 1.5 | 0.5 | 2 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 1700 | 6800 | 1700 | 3329 | 71 | 3400 | 1700 | 1133 | 567 | Total Saturation |
| 862 | 2791 | 59 | 11 | 1404 | 273 | 513 | 11 | 382 | 7 | 8 | 4 | Volume |
| 0.25 | 0.55 | 0.03 | 0.01 | 0.21 | 0.16 | 0.15 | 0.15 | 0.11 | 0.00 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.55 | | V/C | 0.01 | | V/C | 0.15 | | V/C | 0.01 | | 0.715 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.55 | | RTOG | 0.30 | | RTOG | 0.16 | | RTOG | 0.01 | | Right Turn Adjustment |
| RTOR | 0.01 | | RTOR | 0.15 | | RTOR | 0.35 | | RTOR | 0.01 | | |
| RTC | 0.55 | | RTC | 0.42 | | RTC | 0.42 | | RTC | 0.01 | | |
| Addl ICU | -0.52 | | Addl ICU | -0.26 | | Addl ICU | -0.31 | | Addl ICU | 0.00 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.76 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #304 Sand Canyon Ave (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 1700 | 3400 | 5100 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | Total Saturation |
| 0 | 3441 | 451 | 167 | 1629 | 0 | 0 | 0 | 0 | 331 | 0 | 259 | Volume |
| 0.00 | 0.67 | 0.27 | 0.05 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.67 | V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.10 | 0.821 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.67 | RTOG | | 0.72 | RTOG | | -0.10 | RTOG | | 0.10 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.10 | RTOR | | 0.40 | RTOR | | 0.05 | |
| RTC | | 0.75 | RTC | | 0.80 | RTC | | 0.21 | RTC | | 0.13 | |
| Addl ICU | | -0.48 | Addl ICU | | -0.80 | Addl ICU | | -0.21 | Addl ICU | | 0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.02 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.89 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 3361 | 369 | 643 | 1353 | 0 | 520 | 0 | 279 | 0 | 0 | 0 | Volume |
| 0.00 | 0.49 | 0.22 | 0.19 | 0.20 | 0.00 | 0.12 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.49 | V/C | | 0.19 | V/C | | 0.12 | V/C | | 0.00 | 0.806 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.49 | RTOG | | 0.68 | RTOG | | 0.12 | RTOG | | -0.12 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.12 | RTOR | | 0.48 | RTOR | | 0.19 | |
| RTC | | 0.59 | RTC | | 0.78 | RTC | | 0.49 | RTC | | 0.02 | |
| Addl ICU | | -0.37 | Addl ICU | | -0.78 | Addl ICU | | -0.38 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.86 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4948 | 152 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 25 | 3148 | 97 | 93 | 1453 | 24 | 79 | 6 | 48 | 49 | 2 | 92 | Volume |
| 0.01 | 0.64 | 0.64 | 0.05 | 0.28 | 0.01 | 0.05 | 0.00 | 0.03 | 0.03 | 0.00 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.64 | V/C | | 0.05 | V/C | | 0.05 | V/C | | 0.00 | 0.739 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.64 | RTOG | | 0.68 | RTOG | | 0.02 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.05 | RTOR | | 0.41 | RTOR | | 0.05 | |
| RTC | | 0.67 | RTC | | 0.71 | RTC | | 0.32 | RTC | | 0.04 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.70 | Addl ICU | | -0.30 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 2550 | 2550 | Total Saturation |
| 165 | 1685 | 131 | 486 | 952 | 136 | 225 | 166 | 62 | 173 | 60 | 1331 | Volume |
| 0.10 | 0.33 | 0.08 | 0.14 | 0.19 | 0.08 | 0.07 | 0.10 | 0.04 | 0.05 | 0.02 | 0.52 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.33 | | V/C | 0.14 | | V/C | 0.10 | | V/C | 0.05 | | 0.622 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.33 | | RTOG | 0.38 | | RTOG | 0.10 | | RTOG | 0.08 | | Right Turn Adjustment |
| RTOR | 0.05 | | RTOR | 0.13 | | RTOR | 0.29 | | RTOR | 0.14 | | |
| RTC | 0.37 | | RTC | 0.47 | | RTC | 0.31 | | RTC | 0.19 | | |
| Addl ICU | -0.29 | | Addl ICU | -0.39 | | Addl ICU | -0.28 | | Addl ICU | 0.33 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.33 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 1.00 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 104 | 0 | 225 | 0 | 1595 | 173 | 228 | 2002 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.07 | 0.00 | 0.23 | 0.10 | 0.13 | 0.39 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.39 | 0.454 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.06 | RTOG | | 0.06 | RTOG | | 0.26 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.06 | |
| RTC | | 0.06 | RTC | | 0.06 | RTC | | 0.30 | RTC | | 0.44 | |
| Addl ICU | | -0.06 | Addl ICU | | 0.01 | Addl ICU | | -0.20 | Addl ICU | | -0.44 | |
| | | 0.00 | | | 0.01 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.51 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4743 | 357 | Total Saturation |
| 220 | 0 | 474 | 0 | 0 | 0 | 0 | 1502 | 299 | 0 | 2058 | 155 | Volume |
| 0.13 | 0.00 | 0.28 | 0.00 | 0.00 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 | 0.43 | 0.43 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.43 | 0.563 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | -0.13 | RTOG | | 0.43 | RTOG | | 0.43 | Right Turn Adjustment |
| RTOR | | -0.01 | RTOR | | 0.00 | RTOR | | 0.13 | RTOR | | 0.13 | |
| RTC | | 0.12 | RTC | | -0.13 | RTC | | 0.53 | RTC | | 0.53 | |
| Addl ICU | | 0.16 | Addl ICU | | 0.13 | Addl ICU | | -0.53 | Addl ICU | | -0.10 | |
| | | 0.16 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.77 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 688 | 1197 | 169 | 177 | 515 | 669 | 634 | 839 | 280 | 127 | 1487 | 284 | Volume |
| 0.20 | 0.23 | 0.00 | 0.05 | 0.10 | 0.00 | 0.19 | 0.16 | 0.16 | 0.04 | 0.29 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.23 | V/C | | 0.05 | V/C | | 0.19 | V/C | | 0.29 | 0.765 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.08 | RTOG | | 0.44 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.31 | RTOR | | 0.19 | RTOR | | 0.19 | RTOR | | 0.05 | |
| RTC | | 0.47 | RTC | | 0.22 | RTC | | 0.58 | RTC | | 0.33 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.22 | Addl ICU | | -0.42 | Addl ICU | | -0.16 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.81 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5055 | 45 | 1700 | 337 | 1363 | 1700 | 1700 | 1700 | Total Saturation |
| 32 | 2112 | 293 | 28 | 1018 | 9 | 11 | 20 | 81 | 99 | 10 | 56 | Volume |
| 0.02 | 0.41 | 0.00 | 0.02 | 0.20 | 0.20 | 0.01 | 0.06 | 0.06 | 0.06 | 0.01 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.02 | V/C | | 0.06 | V/C | | 0.06 | 0.548 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.41 | RTOG | | 0.06 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.11 | RTOR | | 0.23 | RTOR | | 0.02 | |
| RTC | | 0.46 | RTC | | 0.50 | RTC | | 0.23 | RTC | | 0.12 | |
| Addl ICU | | -0.46 | Addl ICU | | -0.29 | Addl ICU | | -0.17 | Addl ICU | | -0.09 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.60 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5072 | 28 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 20 | 1981 | 323 | 75 | 1429 | 8 | 47 | 24 | 126 | 241 | 12 | 120 | Volume |
| 0.01 | 0.39 | 0.00 | 0.02 | 0.28 | 0.28 | 0.03 | 0.01 | 0.00 | 0.07 | 0.01 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.39 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.07 | 0.495 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.39 | RTOG | | 0.40 | RTOG | | 0.01 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.08 | RTOR | | 0.13 | RTOR | | 0.02 | |
| RTC | | 0.44 | RTC | | 0.46 | RTC | | 0.11 | RTC | | 0.07 | |
| Addl ICU | | -0.44 | Addl ICU | | -0.18 | Addl ICU | | -0.11 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.55 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2515 | 885 | Total Saturation |
| 26 | 1219 | 499 | 106 | 1086 | 472 | 936 | 532 | 9 | 188 | 284 | 100 | Volume |
| 0.02 | 0.24 | 0.00 | 0.03 | 0.21 | 0.00 | 0.28 | 0.16 | 0.01 | 0.06 | 0.11 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.24 | V/C | | 0.03 | V/C | | 0.28 | V/C | | 0.11 | 0.658 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.25 | RTOG | | 0.33 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.23 | RTOR | | 0.28 | RTOR | | 0.06 | RTOR | | 0.03 | |
| RTC | | 0.41 | RTC | | 0.46 | RTC | | 0.38 | RTC | | 0.14 | |
| Addl ICU | | -0.41 | Addl ICU | | -0.46 | Addl ICU | | -0.37 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.71 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5096 | 4 | 0 | 0 | 0 | 2550 | 0 | 2550 | Total Saturation |
| 0 | 2938 | 1288 | 0 | 1172 | 1 | 0 | 0 | 0 | 124 | 0 | 266 | Volume |
| 0.00 | 0.58 | 0.00 | 0.00 | 0.23 | 0.23 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.58 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.05 | 0.625 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.58 | RTOG | | 0.58 | RTOG | | -0.05 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.05 | RTOR | | 0.35 | RTOR | | 0.00 | |
| RTC | | 0.61 | RTC | | 0.61 | RTC | | 0.21 | RTC | | 0.05 | |
| Addl ICU | | -0.61 | Addl ICU | | -0.38 | Addl ICU | | -0.21 | Addl ICU | | 0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.06 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.73 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 2005 | 0 | 0 | 797 | 616 | 2334 | 0 | 326 | 0 | 0 | 0 | Volume |
| 0.00 | 0.39 | 0.00 | 0.00 | 0.16 | 0.00 | 0.46 | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.39 | V/C | | 0.00 | V/C | | 0.46 | V/C | | 0.00 | 0.851 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.39 | RTOG | | 0.39 | RTOG | | 0.46 | RTOG | | -0.46 | Right Turn Adjustment |
| RTOR | | 0.46 | RTOR | | 0.46 | RTOR | | 0.24 | RTOR | | 0.00 | |
| RTC | | 0.74 | RTC | | 0.74 | RTC | | 0.64 | RTC | | -0.46 | |
| Addl ICU | | -0.74 | Addl ICU | | -0.74 | Addl ICU | | -0.44 | Addl ICU | | 0.46 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.90 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 386 | 1314 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 115 | 82 | 279 | 33 | 58 | 15 | 7 | 1011 | 139 | 102 | 600 | 96 | Volume |
| 0.07 | 0.21 | 0.21 | 0.02 | 0.03 | 0.01 | 0.00 | 0.30 | 0.08 | 0.06 | 0.18 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.21 | | V/C | 0.03 | | V/C | 0.30 | | V/C | 0.06 | | 0.604 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.21 | | RTOG | 0.03 | | RTOG | 0.30 | | RTOG | 0.35 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.18 | | RTOR | 0.20 | | RTOR | -0.11 | | |
| RTC | 0.26 | | RTC | 0.17 | | RTC | 0.45 | | RTC | 0.27 | | |
| Addl ICU | -0.05 | | Addl ICU | -0.16 | | Addl ICU | -0.36 | | Addl ICU | -0.21 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.65 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 482 | 1218 | 850 | 285 | 1415 | Total Saturation |
| 22 | 251 | 1 | 94 | 251 | 100 | 144 | 34 | 86 | 2 | 24 | 119 | Volume |
| 0.03 | 0.15 | 0.00 | 0.11 | 0.15 | 0.12 | 0.17 | 0.07 | 0.07 | 0.00 | 0.08 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.15 | V/C | | 0.11 | V/C | | 0.17 | V/C | | 0.08 | 0.512 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.23 | RTOG | | 0.25 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.17 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | 0.28 | RTC | | 0.36 | RTC | | 0.33 | RTC | | 0.17 | |
| Addl ICU | | -0.28 | Addl ICU | | -0.24 | Addl ICU | | -0.26 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.56 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 259 | 223 | 70 | 82 | 132 | 282 | 434 | 1334 | 251 | 90 | 1677 | 156 | Volume |
| 0.08 | 0.07 | 0.04 | 0.05 | 0.04 | 0.00 | 0.13 | 0.26 | 0.15 | 0.03 | 0.49 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.08 | | V/C | 0.04 | | V/C | 0.13 | | V/C | 0.49 | | 0.736 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.07 | | RTOG | 0.04 | | RTOG | 0.59 | | RTOG | 0.49 | | Right Turn Adjustment |
| RTOR | 0.36 | | RTOR | 0.13 | | RTOR | 0.08 | | RTOR | 0.05 | | |
| RTC | 0.34 | | RTC | 0.13 | | RTC | 0.65 | | RTC | 0.53 | | |
| Addl ICU | -0.30 | | Addl ICU | -0.13 | | Addl ICU | -0.50 | | Addl ICU | -0.44 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.79 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1562 | 138 | 1700 | 1700 | 1700 | 3400 | 2355 | 1045 | 1700 | 3101 | 299 | Total Saturation |
| 178 | 159 | 14 | 39 | 164 | 511 | 565 | 451 | 200 | 15 | 404 | 39 | Volume |
| 0.10 | 0.10 | 0.10 | 0.02 | 0.10 | 0.30 | 0.17 | 0.19 | 0.19 | 0.01 | 0.13 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.10 | V/C | | 0.10 | V/C | | 0.17 | V/C | | 0.13 | 0.498 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.10 | RTOG | | 0.29 | RTOG | | 0.13 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.17 | RTOR | | 0.10 | RTOR | | 0.10 | |
| RTC | | 0.26 | RTC | | 0.22 | RTC | | 0.37 | RTC | | 0.20 | |
| Addl ICU | | -0.16 | Addl ICU | | 0.08 | Addl ICU | | -0.17 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.08 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1700 | 1700 | Total Saturation |
| 0 | 0 | 0 | 213 | 0 | 191 | 248 | 343 | 0 | 0 | 304 | 246 | Volume |
| 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.11 | 0.15 | 0.20 | 0.00 | 0.00 | 0.18 | 0.14 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.13 | | V/C | 0.15 | | V/C | 0.18 | | 0.450 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.13 | | RTOG | 0.13 | | RTOG | 0.32 | | RTOG | 0.18 | | Right Turn Adjustment |
| RTOR | 0.12 | | RTOR | 0.15 | | RTOR | 0.13 | | RTOR | 0.13 | | |
| RTC | -0.03 | | RTC | 0.23 | | RTC | 0.42 | | RTC | 0.27 | | |
| Addl ICU | 0.03 | | Addl ICU | -0.12 | | Addl ICU | -0.42 | | Addl ICU | -0.13 | | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.50 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 66 | 0 | 6 | 0 | 0 | 0 | 0 | 1528 | 88 | 7 | 2172 | 0 | Volume |
| 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.30 | 0.05 | 0.00 | 0.64 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.64 | 0.678 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | -0.04 | RTOG | | 0.63 | RTOG | | 0.64 | Right Turn Adjustment |
| RTOR | | 0.34 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.29 | RTC | | -0.04 | RTC | | 0.66 | RTC | | 0.67 | |
| Addl ICU | | -0.29 | Addl ICU | | 0.04 | Addl ICU | | -0.61 | Addl ICU | | -0.67 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.73 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 399 | 1301 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 329 | 23 | 75 | 25 | 66 | 109 | 24 | 941 | 272 | 31 | 485 | 5 | Volume |
| 0.10 | 0.06 | 0.06 | 0.01 | 0.04 | 0.06 | 0.01 | 0.28 | 0.16 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.10 | | V/C | 0.04 | | V/C | 0.28 | | V/C | 0.02 | | 0.431 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | | RTOG | 0.04 | | RTOG | 0.28 | | RTOG | 0.28 | | Right Turn Adjustment |
| RTOR | 0.02 | | RTOR | 0.15 | | RTOR | 0.10 | | RTOR | 0.08 | | |
| RTC | 0.13 | | RTC | 0.15 | | RTC | 0.35 | | RTC | 0.34 | | |
| Addl ICU | -0.08 | | Addl ICU | -0.09 | | Addl ICU | -0.19 | | Addl ICU | -0.34 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.48 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 60 | 84 | 100 | 195 | 101 | 117 | 127 | 1369 | 68 | 168 | 1791 | 299 | Volume |
| 0.04 | 0.05 | 0.06 | 0.06 | 0.06 | 0.07 | 0.07 | 0.27 | 0.04 | 0.10 | 0.35 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.05 | | V/C | 0.06 | | V/C | 0.07 | | V/C | 0.35 | | 0.533 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.05 | | RTOG | 0.07 | | RTOG | 0.33 | | RTOG | 0.35 | | |
| RTOR | 0.16 | | RTOR | 0.07 | | RTOR | 0.05 | | RTOR | 0.06 | | |
| RTC | 0.17 | | RTC | 0.13 | | RTC | 0.36 | | RTC | 0.39 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.06 | | Addl ICU | -0.32 | | Addl ICU | -0.22 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|-------|-----------|-----------|-----------|-------|-----------|-------|-----------------------|--------------|------|--------------------|------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2278 | 1122 | 1700 | 3123 | 277 | 1700 | 460 | 1240 | 1700 | 1511 | 189 | Total Saturation |
| 41 | 280 | 138 | 4 | 293 | 26 | 9 | 13 | 35 | 55 | 16 | 2 | Volume |
| 0.02 | 0.12 | 0.12 | 0.00 | 0.09 | 0.09 | 0.01 | 0.03 | 0.03 | 0.03 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | Direction | SBT | Direction | EBT | Direction | WBL | Initial ICU | | | | |
| V/C | 0.02 | V/C | 0.09 | V/C | 0.03 | V/C | 0.03 | 0.179 | | | | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.12 | RTOG | 0.09 | RTOG | 0.03 | RTOG | 0.06 | Right Turn Adjustment | | | | |
| RTOR | 0.03 | RTOR | 0.05 | RTOR | 0.02 | RTOR | 0.00 | 0.00 | | | | |
| RTC | 0.14 | RTC | 0.13 | RTC | 0.05 | RTC | 0.05 | 0.00 | | | | |
| Addl ICU | -0.02 | Addl ICU | -0.04 | Addl ICU | -0.02 | Addl ICU | -0.04 | 0.00 | | | | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.23 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1366 | 334 | 850 | 1624 | 76 | Total Saturation |
| 0 | 454 | 108 | 2 | 363 | 24 | 38 | 98 | 24 | 72 | 43 | 2 | Volume |
| 0.00 | 0.27 | 0.13 | 0.00 | 0.21 | 0.03 | 0.04 | 0.07 | 0.07 | 0.08 | 0.03 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.27 | V/C | | 0.00 | V/C | | 0.07 | V/C | | 0.08 | 0.426 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.27 | RTOG | | 0.07 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.13 | RTOR | | 0.06 | RTOR | | 0.00 | |
| RTC | | 0.33 | RTC | | 0.37 | RTC | | 0.11 | RTC | | 0.11 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.34 | Addl ICU | | -0.04 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.48 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1353 | 347 | 5 | 1695 | 0 | 0 | 0 | 0 | 1700 | 0 | 1700 | Total Saturation |
| 0 | 327 | 84 | 1 | 335 | 0 | 0 | 0 | 0 | 116 | 0 | 2 | Volume |
| 0.00 | 0.24 | 0.24 | 0.20 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.20 | V/C | | 0.00 | V/C | | 0.07 | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.20 | RTOG | | -0.07 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.07 | RTOR | | 0.00 | RTOR | | -0.04 | |
| RTC | | 0.05 | RTC | | 0.25 | RTC | | -0.07 | RTC | | 0.04 | |
| Addl ICU | | 0.19 | Addl ICU | | -0.25 | Addl ICU | | 0.07 | Addl ICU | | -0.03 | |
| | | 0.19 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.51 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1646 | 54 | 0 | 1687 | 13 | 850 | 1700 | 0 | 850 | 1700 | 0 | Total Saturation |
| 1 | 153 | 5 | 0 | 134 | 1 | 1 | 312 | 0 | 6 | 234 | 0 | Volume |
| 0.00 | 0.09 | 0.09 | 0.00 | 0.08 | 0.08 | 0.00 | 0.18 | 0.00 | 0.01 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.09 | V/C | | 0.00 | V/C | | 0.18 | V/C | | 0.01 | 0.284 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.09 | RTOG | | 0.18 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.05 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.10 | RTC | | 0.13 | RTC | | 0.19 | RTC | | 0.19 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.05 | Addl ICU | | -0.19 | Addl ICU | | -0.19 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.33 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 3400 | 0 | Total Saturation |
| 100 | 0 | 122 | 0 | 0 | 0 | 0 | 1346 | 82 | 152 | 1897 | 0 | Volume |
| 0.06 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.26 | 0.05 | 0.09 | 0.56 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.06 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.56 | | 0.617 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.06 | | RTOG | -0.06 | | RTOG | 0.47 | | RTOG | 0.56 | | Right Turn Adjustment |
| RTOR | 0.29 | | RTOR | 0.00 | | RTOR | 0.06 | | RTOR | 0.06 | | |
| RTC | 0.28 | | RTC | -0.06 | | RTC | 0.51 | | RTC | 0.60 | | |
| Addl ICU | -0.21 | | Addl ICU | 0.06 | | Addl ICU | -0.46 | | Addl ICU | -0.60 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 139 | 0 | 0 | 114 | 19 | 13 | 0 | 1 | 0 | 0 | 0 | Volume |
| 0.00 | 0.08 | 0.00 | 0.00 | 0.07 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.08 | V/C | | 0.00 | V/C | | 0.01 | V/C | | 0.00 | 0.089 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | 0.08 | RTOG | | 0.01 | RTOG | | -0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.09 | RTC | | 0.09 | RTC | | 0.02 | RTC | | -0.01 | |
| Addl ICU | | -0.09 | Addl ICU | | -0.08 | Addl ICU | | -0.02 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.14 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 850 | 163 | 1537 | 0 | 0 | 1656 | 44 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 65 | 27 | 255 | 0 | 0 | 150 | 4 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.17 | 0.17 | 0.00 | 0.00 | 0.09 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.17 | V/C | | 0.09 | 0.256 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.26 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.17 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.07 | RTC | | 0.12 | RTC | | 0.26 | RTC | | 0.09 | |
| Addl ICU | | -0.07 | Addl ICU | | -0.05 | Addl ICU | | -0.26 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.31 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 106 | 46 | 150 | 74 | 35 | 49 | 47 | 1569 | 86 | 177 | 2153 | 111 | Volume |
| 0.06 | 0.03 | 0.09 | 0.04 | 0.02 | 0.03 | 0.03 | 0.31 | 0.05 | 0.10 | 0.42 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.06 | | V/C | 0.02 | | V/C | 0.03 | | V/C | 0.42 | | 0.533 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | 0.02 | | RTOG | 0.35 | | RTOG | 0.42 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.03 | | RTOR | 0.06 | | RTOR | 0.06 | | |
| RTC | 0.15 | | RTC | 0.04 | | RTC | 0.39 | | RTC | 0.46 | | |
| Addl ICU | -0.06 | | Addl ICU | -0.01 | | Addl ICU | -0.34 | | Addl ICU | -0.40 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2017 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1.0 | 1.0 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 63 | 3 | 6 | 71 | 7 | 40 | 79 | 1636 | 228 | 21 | 2465 | 182 | Volume |
| 0.04 | 0.00 | 0.00 | 0.04 | 0.00 | 0.02 | 0.05 | 0.48 | 0.13 | 0.01 | 0.73 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.04 | | V/C | 0.05 | | V/C | 0.73 | | 0.815 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.00 | | RTOG | 0.01 | | RTOG | 0.76 | | RTOG | 0.73 | | Right Turn Adjustment |
| RTOR | 0.29 | | RTOR | 0.05 | | RTOR | 0.04 | | RTOR | 0.04 | | |
| RTC | 0.22 | | RTC | 0.04 | | RTC | 0.79 | | RTC | 0.76 | | |
| Addl ICU | -0.22 | | Addl ICU | -0.02 | | Addl ICU | -0.65 | | Addl ICU | -0.65 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.87 |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2035 – WITH STADIUM
2011 APPROVED PROJECT
PM PEAK HOUR**

IUSD High School #5 TIA
 Year 2035 With Stadium
 2011 Approved Project

Impact Analysis Report
 Level Of Service

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|------|-------------|---------|--------|-------------|---------|--------------|
| | LOS | Del/ Veh | V/ C | LOS | Del/ Veh | V/ C | |
| # 1 "B" St & Driveway 1 | B | 10.3 | 0.004 | B | 10.3 | 0.004 | + 0.000 D/V |
| # 2 "B" St & Driveway 2 | B | 10.6 | 0.051 | B | 10.6 | 0.051 | + 0.000 D/V |
| # 3 Driveway 3 & "LQ" St | B | 10.4 | 0.025 | B | 10.4 | 0.025 | + 0.000 D/V |
| # 4 Driveway 4 & "LQ" St | B | 11.2 | 0.023 | B | 11.2 | 0.023 | + 0.000 D/V |
| # 5 "LQ" St & Driveway 5 | B | 10.6 | 0.043 | B | 10.6 | 0.043 | + 0.000 D/V |
| # 6 "LQ" St & Driveway 6 | C | 24.7 | 0.258 | C | 24.7 | 0.258 | + 0.000 D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 D/V |
| #282 Jeffrey Rd & Portola Pkwy | B | xxxxxx | 0.666 | B | xxxxxx | 0.666 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxxx | 0.928 | E | xxxxxx | 0.928 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | C | xxxxxx | 0.753 | C | xxxxxx | 0.753 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | D | xxxxxx | 0.876 | D | xxxxxx | 0.876 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx | 0.595 | A | xxxxxx | 0.595 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | D | xxxxxx | 0.805 | D | xxxxxx | 0.805 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | E | xxxxxx | 0.925 | E | xxxxxx | 0.925 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | E | 57.8 | 1.073 | E | 57.8 | 1.073 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 17.2 | 0.833 | B | 17.2 | 0.833 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxxx | 1.131 | F | xxxxxx | 1.131 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | A | 8.5 | 0.619 | A | 8.5 | 0.619 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 13.0 | 0.833 | B | 13.0 | 0.833 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | F | xxxxxx | 1.057 | F | xxxxxx | 1.057 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | B | xxxxxx | 0.659 | B | xxxxxx | 0.659 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | B | xxxxxx | 0.600 | B | xxxxxx | 0.600 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | D | xxxxxx | 0.832 | D | xxxxxx | 0.832 | + 0.000 V/C |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2011 Approved Project

| Intersection | Base | | Future | | | Change in |
|-------------------------------------|-------------|--------------|-------------|--------------|---------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | | |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | A | 7.1 0.611 | A | 7.1 0.611 | + 0.000 | D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 24.3 0.890 | C | 24.3 0.890 | + 0.000 | D/V |
| #444 Sand Canyon Ave & Burt Rd | E | xxxxxx 0.917 | E | xxxxxx 0.917 | + 0.000 | V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 13.5 0.526 | B | 13.5 0.526 | + 0.000 | D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | C | 20.4 0.582 | C | 20.4 0.582 | + 0.000 | D/V |
| #556 Ridge Valley & Portola Pkwy | C | xxxxxx 0.737 | C | xxxxxx 0.737 | + 0.000 | V/C |
| #557 "O" St & "C" St | A | 2.7 0.241 | A | 2.7 0.241 | + 0.000 | V/C |
| #558 "O" St & Irvine Blvd | D | xxxxxx 0.863 | D | xxxxxx 0.863 | + 0.000 | V/C |
| #559 "O" St & Trabuco Rd | C | xxxxxx 0.738 | C | xxxxxx 0.738 | + 0.000 | V/C |
| #560 "O" St & Marine Wy | C | xxxxxx 0.719 | C | xxxxxx 0.719 | + 0.000 | V/C |
| #563 "B" St & Irvine Blvd | D | xxxxxx 0.801 | D | xxxxxx 0.801 | + 0.000 | V/C |
| #566 Marine Wy & Barranca Pkwy | B | xxxxxx 0.678 | B | xxxxxx 0.678 | + 0.000 | V/C |
| #567 Marine Wy & Alton Pkwy | D | xxxxxx 0.809 | D | xxxxxx 0.809 | + 0.000 | V/C |
| #569 Bake Pkwy & Marine Wy | C | xxxxxx 0.788 | C | xxxxxx 0.788 | + 0.000 | V/C |
| #571 Portola Springs & Portola Pkwy | A | xxxxxx 0.532 | A | xxxxxx 0.532 | + 0.000 | V/C |
| #572 Modjeska/"A" St & Irvine Blvd | D | xxxxxx 0.845 | D | xxxxxx 0.845 | + 0.000 | V/C |
| #603 "O" St & "LN" St | A | xxxxxx 0.355 | A | xxxxxx 0.355 | + 0.000 | V/C |
| #605 "O" St & "LQ" St | A | 3.5 0.442 | A | 3.5 0.442 | + 0.000 | V/C |
| #608 "O" St & "LV" St | A | xxxxxx 0.344 | A | xxxxxx 0.344 | + 0.000 | V/C |
| #626 "LY" St & "LQ" St | A | 4.7 0.343 | A | 4.7 0.343 | + 0.000 | V/C |
| #627 "LY" St & Irvine Blvd | B | xxxxxx 0.652 | B | xxxxxx 0.652 | + 0.000 | V/C |
| #631 "LY" St & Trabuco Rd | B | 10.1 0.077 | B | 10.1 0.077 | + 0.000 | D/V |
| #782 "A" St & "LQ" St | A | 4.4 0.343 | A | 4.4 0.343 | + 0.000 | V/C |
| #787 "Z" St & "LQ" St | B | 14.9 0.046 | B | 14.9 0.046 | + 0.000 | D/V |
| #790 "Z" St & Irvine Blvd | B | 7.2 0.786 | B | 7.2 0.786 | + 0.000 | D/V |

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| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #798 "B" St & "LQ" St | A xxxxx | 0.465 | A xxxxx | 0.465 | + 0.000 V/C |
| #799 "B" St & Marine Wy | B xxxxx | 0.639 | B xxxxx | 0.639 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | E xxxxx | 0.954 | E xxxxx | 0.954 | + 0.000 V/C |

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Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

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Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Delay.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=3]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=603]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 361 | 4 | 0 | 235 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | | |
| Major Street Volume: | 600 | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 3 | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 356 | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
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Peak Hour Delay Signal Warrant Report

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Delay.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=23]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=585]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 323 | 4 | 63 | 172 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 20 | | | | | |
| Major Street Volume: | 562 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 23 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 483 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Lanes, FinalVolume, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=734]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|---|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | | 7 | 341 | 0 | | | 0 | 362 | 7 | | |
| Major Street Volume: | | | | | 717 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 17 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 399 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Lanes, Final Volume, and Approach Delay.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=5]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=715]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 4 | 4 | 28 | 313 | 0 | 0 | 0 | 0 | 365 | 4 | 4 | 4 |
| Major Street Volume: | | | | | 710 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 5 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 403 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, FinalVolume, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=29]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=728]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|---|---|-----|------------|---|---|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 315 | | 0 | 0 | | 384 | | 0 | 0 | | 0 | | 29 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 699 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 29 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 315 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Lanes, Final Volume, and Approach Del.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=66]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1206]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|-----|----|---|------------|---|---|---|------------|---|---|---|---|---|---|
| Movement: | L | T | R | | L | T | R | | L | T | R | | L | T | R | | | | |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 35 | 648 | 0 | | 0 | 376 | 81 | | 57 | 0 | 9 | | 0 | 0 | 0 | 0 | 0 | | |
| Major Street Volume: | 1140 | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 66 | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 318 | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 706 | 0 | 0 | 489 | 119 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 706 | 0 | 0 | 489 | 119 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | 1314 | | | | | | | | | | | |
| Minor Approach Volume: | 0 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 191 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
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Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, FinalVolume, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=67]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=327]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Final Volume, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, FinalVolume, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=5]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=776]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Final Volume, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 10 rows of volume data including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns and 2 rows showing Critical Gap and FollowUpTim values.

Capacity Module: Table with 12 columns and 4 rows showing Capacity-related metrics like Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns and 8 rows showing Level of Service details like 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[10.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of volume-related metrics.

Critical Gap Module table with 12 columns and 2 rows of critical gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity-related metrics.

Level of Service Module table with 12 columns and 10 rows of level of service and delay data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[10.4]

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[11.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 7 rows of volume data.

Critical Gap Module table with 12 columns and 2 rows of critical gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity and volume/capacity data.

Level of Service Module table with 12 columns and 8 rows of level of service and delay data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B [10.6]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 1 0 0).

Volume Module: Table with 12 columns for volume adjustments (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 rows for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for gap metrics and 2 rows for Critical Gap and FollowUp Time.

Capacity Module: Table with 12 columns for capacity metrics and 4 rows for Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns for LOS metrics and 6 rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C [24.7]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 1 0 0, etc.)

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 rows of data.

Critical Gap Module: Table with 12 columns for gap components (Critical Gp, FollowUpTim) and 2 rows of data.

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 rows of data.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 rows of data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 1 0 0, etc.)

Volume Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Critical Gap, FollowUpTime.

Capacity Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Conflict Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for 2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns for different volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 13 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for capacity metrics and 2 rows for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.928
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 12 columns representing saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics. Rows include Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat. values.

Capacity Analysis Module:

Table with 12 columns for Vol/Sat and Crit Moves values.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.876
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 12 columns representing saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics. Rows include Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.925
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 Level Of Service: E

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.073
Loss Time (sec): 0 Average Delay (sec/veh): 57.8
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 0 Average Delay (sec/veh): 17.2
Optimal Cycle: 137 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.131
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619
Loss Time (sec): 0 Average Delay (sec/veh): 8.5
Optimal Cycle: 60 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 0 Average Delay (sec/veh): 13.0
Optimal Cycle: 137 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.057
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

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ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 0 Average Delay (sec/veh): 7.1
Optimal Cycle: 59 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 0 Average Delay (sec/veh): 24.3
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.917
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: E

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 0 Average Delay (sec/veh): 13.5
Optimal Cycle: 48 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume types (Base Vol, Growth Adj, etc.) and 4 columns for North, South, East, West.

Saturation Flow Module: Table with 12 columns for different saturation flow types and 4 columns for North, South, East, West.

Capacity Analysis Module: Table with 12 columns for different capacity analysis metrics and 4 columns for North, South, East, West.

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 0 Average Delay (sec/veh): 20.4
Optimal Cycle: 55 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 42 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.7 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control (Yield Sign) and Lanes (2, 2, 1, 1).

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

PCE Module:

Table with 13 columns representing different PCE volume and adjustment factors. Rows include AutoPCE, TruckPCE, ComboPCE, BicyclePCE, and AdjVolume.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics. Rows include CircVolume, MaxVolume, PedVolume, AdjMaxVol, ApproachVol, ApproachV/C, ApproachDel, ApproachLOS, and Queue.

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ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns representing capacity and critical moves like Vol/Sat, Crit Moves.

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ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, OvlAdjV/S, and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows including Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume categories and 12 rows of adjustment factors.

Saturation Flow Module table with 12 columns and 5 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 3 rows of capacity analysis data.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module table with 12 columns representing capacity and critical moves like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.355
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat and Crit Moves.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.5 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 13 columns representing PCE types and volumes like AutoPCE, TruckPCE, ComboPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.344
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.7 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 12 columns representing different PCE (Passenger Car Equivalent) factors like AutoPCE, TruckPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume types (Base Vol, Growth Adj, etc.) and 4 columns for North, South, East, West bounds.

Saturation Flow Module table with 12 columns for saturation flow values and 4 columns for North, South, East, West bounds.

Capacity Analysis Module table with 12 columns for capacity analysis values and 4 columns for North, South, East, West bounds.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[10.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows including Critical Gap and FollowUpTim.

Capacity Module table with 12 columns and 4 rows including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 8 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.4 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 13 columns representing different PCE types and volumes like AutoPCE, TruckPCE, ComboPCE, etc.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[14.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for gap components (Critical Gp, FollowUpTim) and 4 columns for North, South, East, West bounds.

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for North, South, East, West bounds.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

1994 HCM Operations Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 5 Average Delay (sec/veh): 7.2
Optimal Cycle: 51 Level Of Service: B

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and DesignQueue.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes for "B" St and "LQ" St.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module showing Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.954
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 136 Level Of Service: E

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1681 | 19 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 361 | 4 | 0 | 235 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | Volume |
| 0.00 | 0.21 | 0.21 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.21 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.215 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.21 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.00 | |
| RTC | | 0.21 | RTC | | 0.21 | RTC | | 0.06 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.21 | Addl ICU | | -0.06 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.27 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1679 | 21 | 1700 | 1700 | 0 | 0 | 0 | 0 | 850 | 0 | 850 | Total Saturation |
| 0 | 323 | 4 | 63 | 172 | 0 | 0 | 0 | 0 | 3 | 0 | 20 | Volume |
| 0.00 | 0.19 | 0.19 | 0.04 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.19 | V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.00 | 0.233 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.23 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.13 | RTOR | | 0.04 | |
| RTC | | 0.20 | RTC | | 0.23 | RTC | | 0.09 | RTC | | 0.03 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.23 | Addl ICU | | -0.09 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.28 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1668 | 32 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 17 | 7 | 341 | 0 | 0 | 362 | 7 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.20 | 0.00 | 0.00 | 0.22 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.22 | 0.221 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.22 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.02 | RTC | | 0.00 | RTC | | 0.22 | RTC | | 0.22 | |
| Addl ICU | | -0.02 | Addl ICU | | 0.01 | Addl ICU | | -0.22 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.01 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.28 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1682 | 18 | Total Saturation |
| 0 | 0 | 0 | 1 | 0 | 4 | 28 | 313 | 0 | 0 | 365 | 4 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.18 | 0.00 | 0.00 | 0.22 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.00 | | V/C | 0.02 | | V/C | 0.22 | | 0.235 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.00 | | RTOG | 0.00 | | RTOG | 0.23 | | RTOG | 0.22 | | Right Turn Adjustment |
| RTOR | 0.05 | | RTOR | 0.02 | | RTOR | 0.00 | | RTOR | 0.00 | | |
| RTC | 0.04 | | RTC | 0.01 | | RTC | 0.23 | | RTC | 0.22 | | |
| Addl ICU | -0.04 | | Addl ICU | -0.01 | | Addl ICU | -0.23 | | Addl ICU | 0.00 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.28 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 315 | 0 | 0 | 384 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | Volume |
| 0.00 | 0.19 | 0.00 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.23 | V/C | | 0.00 | V/C | | 0.00 | 0.226 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.23 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.04 | |
| RTC | | 0.23 | RTC | | 0.23 | RTC | | 0.00 | RTC | | 0.03 | |
| Addl ICU | | -0.23 | Addl ICU | | -0.23 | Addl ICU | | 0.02 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.02 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1399 | 301 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 35 | 648 | 0 | 0 | 376 | 81 | 57 | 0 | 9 | 0 | 0 | 0 | Volume |
| 0.02 | 0.38 | 0.00 | 0.00 | 0.27 | 0.27 | 0.03 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.38 | V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.00 | 0.415 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.38 | RTOG | | 0.36 | RTOG | | 0.03 | RTOG | | -0.03 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.11 | RTOR | | 0.00 | |
| RTC | | 0.41 | RTC | | 0.39 | RTC | | 0.12 | RTC | | -0.03 | |
| Addl ICU | | -0.41 | Addl ICU | | -0.12 | Addl ICU | | -0.11 | Addl ICU | | 0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.46 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 706 | 0 | 0 | 489 | 119 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.42 | 0.00 | 0.00 | 0.29 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.42 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.415 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.42 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.13 | RTOR | | 0.00 | |
| RTC | | 0.42 | RTC | | 0.42 | RTC | | 0.10 | RTC | | 0.00 | |
| Addl ICU | | -0.42 | Addl ICU | | -0.35 | Addl ICU | | -0.10 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.47 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 752 | 31 | 72 | 126 | 68 | 42 | 131 | 1188 | 441 | 323 | 892 | 31 | Volume |
| 0.22 | 0.02 | 0.00 | 0.07 | 0.04 | 0.02 | 0.08 | 0.23 | 0.26 | 0.10 | 0.17 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.22 | V/C | | 0.04 | V/C | | 0.23 | V/C | | 0.10 | 0.589 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.04 | RTOG | | 0.23 | RTOG | | 0.25 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.15 | RTOR | | 0.22 | RTOR | | 0.24 | |
| RTC | | 0.26 | RTC | | 0.15 | RTC | | 0.40 | RTC | | 0.43 | |
| Addl ICU | | -0.26 | Addl ICU | | -0.13 | Addl ICU | | -0.14 | Addl ICU | | -0.41 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.64 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 112 | 805 | 424 | 234 | 431 | 166 | 107 | 1536 | 278 | 301 | 2108 | 382 | Volume |
| 0.03 | 0.16 | 0.00 | 0.07 | 0.08 | 0.10 | 0.03 | 0.30 | 0.16 | 0.09 | 0.41 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.07 | V/C | | 0.03 | V/C | | 0.41 | 0.671 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.19 | RTOG | | 0.36 | RTOG | | 0.41 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.03 | RTOR | | 0.14 | RTOR | | 0.07 | |
| RTC | | 0.27 | RTC | | 0.22 | RTC | | 0.46 | RTC | | 0.46 | |
| Addl ICU | | -0.27 | Addl ICU | | -0.12 | Addl ICU | | -0.30 | Addl ICU | | -0.24 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.72 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 0.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3839 | 1261 | 3400 | 5100 | 1700 | 1700 | 850 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 399 | 1275 | 419 | 72 | 692 | 254 | 251 | 255 | 252 | 223 | 241 | 102 | Volume |
| 0.12 | 0.33 | 0.33 | 0.02 | 0.14 | 0.15 | 0.15 | 0.30 | 0.10 | 0.07 | 0.14 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.33 | V/C | | 0.02 | V/C | | 0.30 | V/C | | 0.07 | 0.719 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.33 | RTOG | | 0.24 | RTOG | | 0.30 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.22 | RTOR | | 0.22 | RTOR | | 0.02 | |
| RTC | | 0.38 | RTC | | 0.40 | RTC | | 0.46 | RTC | | 0.23 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.25 | Addl ICU | | -0.36 | Addl ICU | | -0.17 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 242 | 1947 | 501 | 97 | 946 | 151 | 373 | 678 | 162 | 265 | 707 | 277 | Volume |
| 0.07 | 0.38 | 0.29 | 0.03 | 0.14 | 0.09 | 0.11 | 0.20 | 0.10 | 0.08 | 0.21 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.38 | | V/C | 0.03 | | V/C | 0.11 | | V/C | 0.21 | | 0.728 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.38 | | RTOG | 0.34 | | RTOG | 0.24 | | RTOG | 0.21 | | Right Turn Adjustment |
| RTOR | 0.12 | | RTOR | 0.11 | | RTOR | 0.27 | | RTOR | 0.03 | | |
| RTC | 0.47 | | RTC | 0.42 | | RTC | 0.44 | | RTC | 0.23 | | |
| Addl ICU | -0.18 | | Addl ICU | -0.33 | | Addl ICU | -0.35 | | Addl ICU | -0.07 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 828 | 0 | 338 | 0 | 0 | 0 | 0 | 771 | 291 | 254 | 726 | 0 | Volume |
| 0.24 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.23 | 0.00 | 0.07 | 0.21 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.24 | | V/C | 0.00 | | V/C | 0.23 | | V/C | 0.07 | | 0.545 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.24 | | RTOG | -0.24 | | RTOG | 0.23 | | RTOG | 0.30 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.09 | | RTOR | 0.24 | | RTOR | 0.24 | | |
| RTC | 0.30 | | RTC | -0.18 | | RTC | 0.41 | | RTC | 0.48 | | |
| Addl ICU | -0.20 | | Addl ICU | 0.18 | | Addl ICU | -0.41 | | Addl ICU | -0.48 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.60 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 544 | 893 | 601 | 125 | 499 | 203 | 192 | 194 | 190 | 522 | 1997 | 518 | Volume |
| 0.16 | 0.18 | 0.18 | 0.04 | 0.15 | 0.12 | 0.06 | 0.03 | 0.11 | 0.15 | 0.39 | 0.30 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.16 | | V/C | 0.15 | | V/C | 0.06 | | V/C | 0.39 | | 0.755 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.27 | | RTOG | 0.15 | | RTOG | 0.29 | | RTOG | 0.39 | | Right Turn Adjustment |
| RTOR | 0.42 | | RTOR | 0.06 | | RTOR | 0.16 | | RTOR | 0.13 | | |
| RTC | 0.58 | | RTC | 0.19 | | RTC | 0.41 | | RTC | 0.49 | | |
| Addl ICU | -0.41 | | Addl ICU | -0.07 | | Addl ICU | -0.30 | | Addl ICU | -0.19 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 725 | 2141 | 466 | 390 | 773 | 183 | 234 | 601 | 238 | 422 | 538 | 462 | Volume |
| 0.21 | 0.42 | 0.00 | 0.11 | 0.15 | 0.11 | 0.07 | 0.12 | 0.00 | 0.12 | 0.11 | 0.27 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.42 | V/C | | 0.11 | V/C | | 0.12 | V/C | | 0.12 | 0.776 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.32 | RTOG | | 0.12 | RTOG | | 0.17 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.14 | RTOR | | 0.38 | RTOR | | 0.11 | |
| RTC | | 0.51 | RTC | | 0.42 | RTC | | 0.41 | RTC | | 0.26 | |
| Addl ICU | | -0.51 | Addl ICU | | -0.32 | Addl ICU | | -0.41 | Addl ICU | | 0.01 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | | 0.01 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.84 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 0.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 2485 | 915 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 683 | 2862 | 965 | 231 | 1430 | 266 | 380 | 140 | 234 | 612 | 671 | 463 | Volume |
| 0.20 | 0.42 | 0.57 | 0.07 | 0.21 | 0.16 | 0.15 | 0.15 | 0.07 | 0.18 | 0.26 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.42 | | V/C | 0.07 | | V/C | 0.15 | | V/C | 0.26 | | 0.905 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.42 | | RTOG | 0.29 | | RTOG | 0.24 | | RTOG | 0.26 | | Right Turn Adjustment |
| RTOR | 0.26 | | RTOR | 0.15 | | RTOR | 0.28 | | RTOR | 0.07 | | |
| RTC | 0.62 | | RTC | 0.40 | | RTC | 0.44 | | RTC | 0.31 | | |
| Addl ICU | -0.05 | | Addl ICU | -0.25 | | Addl ICU | -0.38 | | Addl ICU | -0.13 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.95 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 3821 | 284 | 502 | 1785 | 0 | 574 | 0 | 352 | 0 | 0 | 0 | Volume |
| 0.00 | 0.56 | 0.17 | 0.15 | 0.26 | 0.00 | 0.14 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.56 | V/C | | 0.15 | V/C | | 0.14 | V/C | | 0.00 | 0.845 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.56 | RTOG | | 0.71 | RTOG | | 0.14 | RTOG | | -0.14 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.14 | RTOR | | 0.45 | RTOR | | 0.15 | |
| RTC | | 0.66 | RTC | | 0.81 | RTC | | 0.47 | RTC | | -0.02 | |
| Addl ICU | | -0.50 | Addl ICU | | -0.81 | Addl ICU | | -0.33 | Addl ICU | | 0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.89 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4965 | 135 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 10 | 3523 | 96 | 116 | 1925 | 11 | 45 | 3 | 26 | 53 | 1 | 107 | Volume |
| 0.01 | 0.71 | 0.71 | 0.07 | 0.38 | 0.01 | 0.03 | 0.00 | 0.02 | 0.03 | 0.00 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.71 | | V/C | 0.07 | | V/C | 0.00 | | V/C | 0.03 | | 0.811 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.71 | | RTOG | 0.77 | | RTOG | 0.00 | | RTOG | 0.01 | | Right Turn Adjustment |
| RTOR | 0.03 | | RTOR | 0.03 | | RTOR | 0.40 | | RTOR | 0.07 | | |
| RTC | 0.73 | | RTC | 0.80 | | RTC | 0.30 | | RTC | 0.06 | | |
| Addl ICU | -0.02 | | Addl ICU | -0.79 | | Addl ICU | -0.29 | | Addl ICU | 0.01 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.87 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 214 | 1653 | 137 | 636 | 1174 | 220 | 344 | 273 | 96 | 210 | 94 | 1592 | Volume |
| 0.13 | 0.32 | 0.08 | 0.19 | 0.23 | 0.13 | 0.10 | 0.16 | 0.06 | 0.06 | 0.06 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.32 | V/C | | 0.19 | V/C | | 0.16 | V/C | | 0.06 | 0.734 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.32 | RTOG | | 0.39 | RTOG | | 0.16 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.17 | RTOR | | 0.28 | RTOR | | 0.19 | |
| RTC | | 0.37 | RTC | | 0.51 | RTC | | 0.37 | RTC | | 0.26 | |
| Addl ICU | | -0.29 | Addl ICU | | -0.38 | Addl ICU | | -0.31 | Addl ICU | | -0.26 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 93 | 0 | 240 | 0 | 1861 | 136 | 180 | 2773 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.07 | 0.00 | 0.27 | 0.08 | 0.11 | 0.54 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.54 | 0.598 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.05 | RTOG | | 0.05 | RTOG | | 0.44 | RTOG | | 0.54 | Right Turn Adjustment |
| RTOR | | 0.27 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.05 | |
| RTC | | 0.15 | RTC | | 0.05 | RTC | | 0.48 | RTC | | 0.58 | |
| Addl ICU | | -0.15 | Addl ICU | | 0.02 | Addl ICU | | -0.40 | Addl ICU | | -0.58 | |
| | | 0.00 | | | 0.02 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.66 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4591 | 509 | Total Saturation |
| 182 | 0 | 358 | 0 | 0 | 0 | 0 | 1889 | 215 | 0 | 2813 | 312 | Volume |
| 0.11 | 0.00 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.56 | 0.00 | 0.00 | 0.61 | 0.61 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.11 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.61 | 0.720 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | -0.11 | RTOG | | 0.61 | RTOG | | 0.61 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.00 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | 0.15 | RTC | | -0.11 | RTC | | 0.69 | RTC | | 0.69 | |
| Addl ICU | | 0.06 | Addl ICU | | 0.11 | Addl ICU | | -0.69 | Addl ICU | | -0.08 | |
| | | 0.06 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.83 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 762 | 1277 | 194 | 270 | 645 | 1002 | 943 | 1325 | 347 | 150 | 1985 | 390 | Volume |
| 0.22 | 0.25 | 0.00 | 0.08 | 0.13 | 0.00 | 0.18 | 0.26 | 0.20 | 0.04 | 0.39 | 0.23 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.25 | V/C | | 0.08 | V/C | | 0.18 | V/C | | 0.39 | 0.904 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.25 | RTOG | | 0.11 | RTOG | | 0.53 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.31 | RTOR | | 0.18 | RTOR | | 0.20 | RTOR | | 0.08 | |
| RTC | | 0.49 | RTC | | 0.24 | RTC | | 0.68 | RTC | | 0.45 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.24 | Addl ICU | | -0.48 | Addl ICU | | -0.22 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.95 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 5044 | 56 | 1700 | 401 | 1299 | 1700 | 1700 | 1700 | Total Saturation |
| 37 | 2246 | 348 | 42 | 1175 | 13 | 16 | 29 | 94 | 121 | 15 | 79 | Volume |
| 0.02 | 0.44 | 0.00 | 0.02 | 0.23 | 0.23 | 0.01 | 0.07 | 0.07 | 0.07 | 0.01 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.44 | V/C | | 0.02 | V/C | | 0.07 | V/C | | 0.07 | 0.609 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.44 | RTOG | | 0.44 | RTOG | | 0.07 | RTOG | | 0.13 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.13 | RTOR | | 0.23 | RTOR | | 0.02 | |
| RTC | | 0.49 | RTC | | 0.54 | RTC | | 0.25 | RTC | | 0.15 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.31 | Addl ICU | | -0.17 | Addl ICU | | -0.11 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.66 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5076 | 24 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 22 | 2180 | 366 | 74 | 1692 | 8 | 43 | 23 | 140 | 322 | 14 | 129 | Volume |
| 0.01 | 0.43 | 0.00 | 0.02 | 0.33 | 0.33 | 0.03 | 0.01 | 0.00 | 0.09 | 0.01 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.43 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.09 | 0.557 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.43 | RTOG | | 0.44 | RTOG | | 0.01 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.10 | RTOR | | 0.12 | RTOR | | 0.02 | |
| RTC | | 0.50 | RTC | | 0.51 | RTC | | 0.10 | RTC | | 0.10 | |
| Addl ICU | | -0.50 | Addl ICU | | -0.18 | Addl ICU | | -0.10 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.61 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2452 | 948 | Total Saturation |
| 23 | 1170 | 377 | 150 | 1103 | 780 | 1227 | 552 | 6 | 148 | 362 | 140 | Volume |
| 0.01 | 0.23 | 0.00 | 0.04 | 0.22 | 0.00 | 0.36 | 0.16 | 0.00 | 0.04 | 0.15 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.23 | V/C | | 0.04 | V/C | | 0.36 | V/C | | 0.15 | 0.782 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.26 | RTOG | | 0.47 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.35 | RTOR | | 0.36 | RTOR | | 0.06 | RTOR | | 0.04 | |
| RTC | | 0.49 | RTC | | 0.53 | RTC | | 0.51 | RTC | | 0.18 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.53 | Addl ICU | | -0.50 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5098 | 2 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3423 | 1077 | 0 | 2065 | 1 | 0 | 0 | 0 | 143 | 0 | 495 | Volume |
| 0.00 | 0.50 | 0.00 | 0.00 | 0.41 | 0.41 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.50 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.08 | 0.588 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.50 | RTOG | | 0.50 | RTOG | | -0.08 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.08 | RTOR | | 0.10 | RTOR | | 0.00 | |
| RTC | | 0.57 | RTC | | 0.57 | RTC | | -0.01 | RTC | | 0.08 | |
| Addl ICU | | -0.57 | Addl ICU | | -0.16 | Addl ICU | | 0.01 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.65 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 2280 | 0 | 0 | 1409 | 914 | 2368 | 0 | 263 | 0 | 0 | 0 | Volume |
| 0.00 | 0.45 | 0.00 | 0.00 | 0.28 | 0.00 | 0.46 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.45 | V/C | | 0.00 | V/C | | 0.46 | V/C | | 0.00 | 0.911 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.45 | RTOG | | 0.45 | RTOG | | 0.46 | RTOG | | -0.46 | Right Turn Adjustment |
| RTOR | | 0.46 | RTOR | | 0.46 | RTOR | | 0.17 | RTOR | | 0.00 | |
| RTC | | 0.80 | RTC | | 0.80 | RTC | | 0.59 | RTC | | -0.46 | |
| Addl ICU | | -0.80 | Addl ICU | | -0.80 | Addl ICU | | -0.44 | Addl ICU | | 0.46 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.96 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 184 | 0 | 225 | 0 | 1162 | 374 | 359 | 1369 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.07 | 0.00 | 0.34 | 0.22 | 0.11 | 0.40 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.11 | V/C | | 0.34 | V/C | | 0.11 | 0.556 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.11 | RTOG | | 0.11 | RTOG | | 0.34 | RTOG | | 0.45 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.04 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | -0.03 | RTC | | 0.14 | RTC | | 0.42 | RTC | | 0.53 | |
| Addl ICU | | 0.03 | Addl ICU | | -0.08 | Addl ICU | | -0.20 | Addl ICU | | -0.53 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.61 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 445 | 0 | 557 | 0 | 0 | 0 | 0 | 1134 | 214 | 303 | 1281 | 0 | Volume |
| 0.13 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.33 | 0.00 | 0.18 | 0.38 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.33 | V/C | | 0.18 | 0.643 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | -0.13 | RTOG | | 0.33 | RTOG | | 0.51 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.14 | RTOR | | 0.13 | RTOR | | 0.13 | |
| RTC | | 0.26 | RTC | | -0.03 | RTC | | 0.43 | RTC | | 0.61 | |
| Addl ICU | | -0.10 | Addl ICU | | 0.03 | Addl ICU | | -0.43 | Addl ICU | | -0.61 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.69 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 176 | 101 | 327 | 32 | 64 | 17 | 8 | 1028 | 176 | 106 | 648 | 86 | Volume |
| 0.10 | 0.06 | 0.19 | 0.02 | 0.02 | 0.01 | 0.00 | 0.30 | 0.10 | 0.06 | 0.19 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.10 | | V/C | 0.02 | | V/C | 0.30 | | V/C | 0.06 | | 0.487 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.10 | | RTOG | 0.02 | | RTOG | 0.30 | | RTOG | 0.36 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.17 | | RTOR | 0.10 | | RTOR | 0.06 | | |
| RTC | 0.15 | | RTC | 0.15 | | RTC | 0.38 | | RTC | 0.41 | | |
| Addl ICU | 0.04 | | Addl ICU | -0.14 | | Addl ICU | -0.28 | | Addl ICU | -0.36 | | |
| | 0.04 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 325 | 1375 | 850 | 281 | 1419 | Total Saturation |
| 51 | 435 | 1 | 66 | 248 | 69 | 112 | 26 | 110 | 2 | 17 | 86 | Volume |
| 0.06 | 0.26 | 0.00 | 0.08 | 0.15 | 0.08 | 0.13 | 0.08 | 0.08 | 0.00 | 0.06 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.26 | V/C | | 0.08 | V/C | | 0.13 | V/C | | 0.06 | 0.526 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.26 | RTOG | | 0.27 | RTOG | | 0.19 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.13 | RTOR | | 0.19 | RTOR | | 0.08 | |
| RTC | | 0.34 | RTC | | 0.37 | RTC | | 0.33 | RTC | | 0.12 | |
| Addl ICU | | -0.34 | Addl ICU | | -0.29 | Addl ICU | | -0.25 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 268 | 278 | 118 | 140 | 131 | 298 | 421 | 1713 | 171 | 120 | 2503 | 298 | Volume |
| 0.08 | 0.08 | 0.07 | 0.08 | 0.04 | 0.00 | 0.12 | 0.34 | 0.10 | 0.04 | 0.49 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.08 | V/C | | 0.12 | V/C | | 0.49 | 0.779 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | 0.09 | RTOG | | 0.58 | RTOG | | 0.49 | Right Turn Adjustment |
| RTOR | | 0.28 | RTOR | | 0.12 | RTOR | | 0.13 | RTOR | | 0.08 | |
| RTC | | 0.29 | RTC | | 0.18 | RTC | | 0.67 | RTC | | 0.55 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.18 | Addl ICU | | -0.57 | Addl ICU | | -0.38 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.83 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3154 | 247 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3045 | 355 | Total Saturation |
| 359 | 371 | 29 | 53 | 292 | 673 | 809 | 555 | 331 | 27 | 567 | 66 | Volume |
| 0.11 | 0.12 | 0.12 | 0.03 | 0.09 | 0.40 | 0.24 | 0.16 | 0.19 | 0.02 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.11 | V/C | | 0.09 | V/C | | 0.24 | V/C | | 0.19 | 0.616 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.09 | RTOG | | 0.41 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.26 | RTOR | | 0.24 | RTOR | | 0.11 | RTOR | | 0.07 | |
| RTC | | 0.36 | RTC | | 0.26 | RTC | | 0.49 | RTC | | 0.24 | |
| Addl ICU | | -0.24 | Addl ICU | | 0.13 | Addl ICU | | -0.29 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.13 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 387 | 0 | 313 | 302 | 798 | 0 | 0 | 1044 | 485 | Volume |
| 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.18 | 0.18 | 0.23 | 0.00 | 0.00 | 0.31 | 0.29 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.11 | V/C | | 0.18 | V/C | | 0.31 | 0.599 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.11 | RTOG | | 0.11 | RTOG | | 0.48 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.18 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | 0.07 | RTC | | 0.25 | RTC | | 0.57 | RTC | | 0.39 | |
| Addl ICU | | -0.07 | Addl ICU | | -0.06 | Addl ICU | | -0.57 | Addl ICU | | -0.11 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.65 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 210 | 0 | 154 | 0 | 0 | 0 | 0 | 2119 | 143 | 92 | 3199 | 0 | Volume |
| 0.12 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.42 | 0.08 | 0.05 | 0.63 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.63 | 0.751 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | -0.12 | RTOG | | 0.57 | RTOG | | 0.63 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.00 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | 0.28 | RTC | | -0.12 | RTC | | 0.67 | RTC | | 0.72 | |
| Addl ICU | | -0.19 | Addl ICU | | 0.12 | Addl ICU | | -0.58 | Addl ICU | | -0.72 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.80 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 84 | 421 | 141 | 479 | 564 | 281 | 367 | 1078 | 142 | 156 | 715 | 410 | Volume |
| 0.05 | 0.12 | 0.08 | 0.14 | 0.17 | 0.17 | 0.11 | 0.32 | 0.08 | 0.05 | 0.21 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.12 | V/C | | 0.14 | V/C | | 0.32 | V/C | | 0.05 | 0.628 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.22 | RTOG | | 0.32 | RTOG | | 0.26 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.15 | RTOR | | 0.10 | RTOR | | 0.14 | |
| RTC | | 0.16 | RTC | | 0.33 | RTC | | 0.39 | RTC | | 0.36 | |
| Addl ICU | | -0.08 | Addl ICU | | -0.16 | Addl ICU | | -0.31 | Addl ICU | | -0.12 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 484 | 389 | 232 | 126 | 601 | 266 | 221 | 1200 | 631 | 234 | 958 | 89 | Volume |
| 0.14 | 0.11 | 0.14 | 0.07 | 0.18 | 0.16 | 0.07 | 0.24 | 0.00 | 0.07 | 0.19 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.14 | | V/C | 0.18 | | V/C | 0.24 | | V/C | 0.07 | | 0.623 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.25 | | RTOG | 0.18 | | RTOG | 0.24 | | RTOG | 0.24 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.12 | | RTOR | 0.14 | | RTOR | 0.20 | | |
| RTC | 0.30 | | RTC | 0.26 | | RTC | 0.34 | | RTC | 0.39 | | |
| Addl ICU | -0.16 | | Addl ICU | -0.11 | | Addl ICU | -0.34 | | Addl ICU | -0.34 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 1700 | 8184 | 316 | 3400 | 1700 | 3400 | 3400 | 1897 | 1503 | Total Saturation |
| 388 | 2950 | 93 | 34 | 2931 | 113 | 243 | 68 | 771 | 134 | 53 | 42 | Volume |
| 0.11 | 0.43 | 0.05 | 0.02 | 0.36 | 0.36 | 0.07 | 0.04 | 0.23 | 0.04 | 0.03 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.11 | | V/C | 0.36 | | V/C | 0.07 | | V/C | 0.03 | | 0.572 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.45 | | RTOG | 0.36 | | RTOG | 0.06 | | RTOG | 0.03 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.07 | | RTOR | 0.11 | | RTOR | 0.04 | | |
| RTC | 0.50 | | RTC | 0.41 | | RTC | 0.15 | | RTC | 0.06 | | |
| Addl ICU | -0.44 | | Addl ICU | -0.05 | | Addl ICU | 0.08 | | Addl ICU | -0.03 | | |
| | 0.00 | | | 0.00 | | | 0.08 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 395 | 1305 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 367 | 26 | 86 | 27 | 74 | 110 | 36 | 986 | 306 | 33 | 485 | 3 | Volume |
| 0.11 | 0.07 | 0.07 | 0.02 | 0.02 | 0.06 | 0.02 | 0.29 | 0.18 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.11 | | V/C | 0.02 | | V/C | 0.29 | | V/C | 0.02 | | 0.439 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.11 | | RTOG | 0.02 | | RTOG | 0.29 | | RTOG | 0.29 | | Right Turn Adjustment |
| RTOR | 0.02 | | RTOR | 0.17 | | RTOR | 0.11 | | RTOR | 0.06 | | |
| RTC | 0.13 | | RTC | 0.15 | | RTC | 0.37 | | RTC | 0.34 | | |
| Addl ICU | -0.06 | | Addl ICU | -0.08 | | Addl ICU | -0.19 | | Addl ICU | -0.33 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.49 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 80 | 104 | 145 | 278 | 86 | 144 | 137 | 1842 | 67 | 159 | 2716 | 369 | Volume |
| 0.05 | 0.06 | 0.09 | 0.08 | 0.05 | 0.08 | 0.08 | 0.36 | 0.04 | 0.09 | 0.53 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.06 | V/C | | 0.08 | V/C | | 0.08 | V/C | | 0.53 | 0.756 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.06 | RTOG | | 0.10 | RTOG | | 0.52 | RTOG | | 0.53 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.08 | RTOR | | 0.09 | RTOR | | 0.08 | |
| RTC | | 0.25 | RTC | | 0.16 | RTC | | 0.59 | RTC | | 0.59 | |
| Addl ICU | | -0.16 | Addl ICU | | -0.07 | Addl ICU | | -0.55 | Addl ICU | | -0.38 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.81 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2589 | 811 | 1700 | 3221 | 179 | 1700 | 468 | 1232 | 1700 | 1308 | 392 | Total Saturation |
| 81 | 504 | 158 | 3 | 342 | 19 | 26 | 27 | 71 | 87 | 20 | 6 | Volume |
| 0.05 | 0.19 | 0.19 | 0.00 | 0.11 | 0.11 | 0.02 | 0.06 | 0.06 | 0.05 | 0.02 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.19 | V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.05 | 0.305 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.15 | RTOG | | 0.06 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.00 | |
| RTC | | 0.23 | RTC | | 0.22 | RTC | | 0.13 | RTC | | 0.09 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.11 | Addl ICU | | -0.07 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.36 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | Total Saturation |
| 93 | 723 | 214 | 17 | 506 | 20 | 28 | 88 | 90 | 172 | 48 | 48 | Volume |
| 0.11 | 0.43 | 0.25 | 0.02 | 0.30 | 0.02 | 0.03 | 0.05 | 0.11 | 0.20 | 0.03 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.43 | V/C | | 0.02 | V/C | | 0.05 | V/C | | 0.20 | 0.699 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.43 | RTOG | | 0.34 | RTOG | | 0.05 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.20 | RTOR | | 0.23 | RTOR | | 0.15 | RTOR | | 0.02 | |
| RTC | | 0.58 | RTC | | 0.51 | RTC | | 0.16 | RTC | | 0.24 | |
| Addl ICU | | -0.33 | Addl ICU | | -0.48 | Addl ICU | | -0.06 | Addl ICU | | -0.18 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.75 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3097 | 303 | 1700 | 2957 | 443 | 1700 | 386 | 1314 | 1700 | 1247 | 453 | Total Saturation |
| 26 | 654 | 64 | 3 | 528 | 79 | 123 | 20 | 68 | 56 | 11 | 4 | Volume |
| 0.02 | 0.21 | 0.21 | 0.00 | 0.18 | 0.18 | 0.07 | 0.05 | 0.05 | 0.03 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.21 | V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.03 | 0.298 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.20 | RTOG | | 0.05 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.08 | RTOR | | 0.03 | RTOR | | 0.00 | |
| RTC | | 0.24 | RTC | | 0.25 | RTC | | 0.08 | RTC | | 0.01 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.08 | Addl ICU | | -0.03 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.35 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1244 | 456 | 850 | 1668 | 32 | 850 | 1696 | 4 | 850 | 1678 | 22 | Total Saturation |
| 1 | 150 | 55 | 11 | 104 | 2 | 4 | 378 | 1 | 42 | 299 | 4 | Volume |
| 0.00 | 0.12 | 0.12 | 0.01 | 0.06 | 0.06 | 0.00 | 0.22 | 0.22 | 0.05 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.12 | V/C | | 0.01 | V/C | | 0.22 | V/C | | 0.05 | 0.406 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.13 | RTOG | | 0.22 | RTOG | | 0.27 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.09 | RTOR | | 0.07 | RTOR | | 0.01 | |
| RTC | | 0.16 | RTC | | 0.20 | RTC | | 0.28 | RTC | | 0.28 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.14 | Addl ICU | | -0.05 | Addl ICU | | -0.10 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.46 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 74 | 0 | 80 | 0 | 0 | 0 | 0 | 1914 | 60 | 102 | 2831 | 0 | Volume |
| 0.04 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.38 | 0.04 | 0.06 | 0.56 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.56 | 0.599 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | -0.04 | RTOG | | 0.50 | RTOG | | 0.56 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.18 | RTC | | -0.04 | RTC | | 0.53 | RTC | | 0.59 | |
| Addl ICU | | -0.13 | Addl ICU | | 0.04 | Addl ICU | | -0.49 | Addl ICU | | -0.59 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.65 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 10 | 119 | 0 | 0 | 112 | 19 | 57 | 0 | 10 | 0 | 0 | 0 | Volume |
| 0.01 | 0.07 | 0.00 | 0.00 | 0.07 | 0.01 | 0.03 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.01 | V/C | | 0.07 | V/C | | 0.03 | V/C | | 0.00 | 0.105 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.07 | RTOG | | 0.03 | RTOG | | -0.03 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.10 | RTC | | 0.09 | RTC | | 0.04 | RTC | | -0.03 | |
| Addl ICU | | -0.10 | Addl ICU | | -0.08 | Addl ICU | | -0.03 | Addl ICU | | 0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.16 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 50 | 1650 | 0 | 0 | 1296 | 404 | Total Saturation |
| 0 | 0 | 0 | 17 | 0 | 51 | 12 | 397 | 0 | 0 | 282 | 88 | Volume |
| 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.06 | 0.24 | 0.24 | 0.00 | 0.00 | 0.22 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.02 | V/C | | 0.24 | V/C | | 0.22 | 0.478 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.02 | RTOG | | 0.02 | RTOG | | 0.46 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.22 | RTOR | | 0.24 | RTOR | | 0.02 | RTOR | | 0.02 | |
| RTC | | 0.14 | RTC | | 0.20 | RTC | | 0.47 | RTC | | 0.23 | |
| Addl ICU | | -0.14 | Addl ICU | | -0.14 | Addl ICU | | -0.47 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.53 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 242 | 1458 | 0 | 0 | 1687 | 13 | Total Saturation |
| 0 | 0 | 0 | 4 | 0 | 1 | 55 | 332 | 0 | 0 | 381 | 3 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.23 | 0.23 | 0.00 | 0.00 | 0.23 | 0.23 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.23 | V/C | | 0.23 | 0.458 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.45 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.23 | RTOR | | 0.23 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.16 | RTC | | 0.18 | RTC | | 0.46 | RTC | | 0.23 | |
| Addl ICU | | -0.16 | Addl ICU | | -0.17 | Addl ICU | | -0.46 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.51 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 71 | 25 | 59 | 68 | 20 | 80 | 82 | 2137 | 70 | 93 | 3173 | 112 | Volume |
| 0.04 | 0.01 | 0.03 | 0.04 | 0.01 | 0.05 | 0.05 | 0.42 | 0.04 | 0.05 | 0.62 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.01 | V/C | | 0.04 | V/C | | 0.05 | V/C | | 0.62 | 0.725 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.01 | RTOG | | 0.62 | RTOG | | 0.62 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.05 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.20 | RTC | | 0.05 | RTC | | 0.65 | RTC | | 0.65 | |
| Addl ICU | | -0.17 | Addl ICU | | 0.00 | Addl ICU | | -0.61 | Addl ICU | | -0.59 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1653 | 47 | 1700 | 1658 | 42 | 1700 | 1602 | 98 | 1700 | 1525 | 175 | Total Saturation |
| 42 | 281 | 8 | 32 | 119 | 3 | 7 | 309 | 19 | 2 | 339 | 39 | Volume |
| 0.02 | 0.17 | 0.17 | 0.02 | 0.07 | 0.07 | 0.00 | 0.19 | 0.19 | 0.00 | 0.22 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.17 | V/C | | 0.02 | V/C | | 0.00 | V/C | | 0.22 | 0.415 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.17 | RTOG | | 0.16 | RTOG | | 0.23 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.00 | RTOR | | 0.12 | RTOR | | 0.02 | |
| RTC | | 0.20 | RTC | | 0.17 | RTC | | 0.31 | RTC | | 0.24 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.10 | Addl ICU | | -0.12 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.47 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 1 | 0 | 139 | 0 | 218 | 240 | 744 | 0 | 0 | 1086 | 234 | Volume |
| 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.13 | 0.14 | 0.22 | 0.00 | 0.00 | 0.32 | 0.14 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.08 | | V/C | 0.14 | | V/C | 0.32 | | 0.542 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.00 | | RTOG | 0.08 | | RTOG | 0.46 | | RTOG | 0.32 | | Right Turn Adjustment |
| RTOR | 0.24 | | RTOR | 0.14 | | RTOR | 0.08 | | RTOR | 0.08 | | |
| RTC | 0.18 | | RTC | 0.19 | | RTC | 0.52 | | RTC | 0.38 | | |
| Addl ICU | -0.18 | | Addl ICU | -0.06 | | Addl ICU | -0.52 | | Addl ICU | -0.24 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.59 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 930 | 770 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 213 | 81 | 413 | 74 | 35 | 29 | 38 | 2056 | 268 | 339 | 3036 | 176 | Volume |
| 0.13 | 0.05 | 0.24 | 0.04 | 0.04 | 0.04 | 0.02 | 0.40 | 0.16 | 0.10 | 0.60 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.13 | V/C | | 0.04 | V/C | | 0.02 | V/C | | 0.60 | 0.781 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.04 | RTOG | | 0.52 | RTOG | | 0.60 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.02 | RTOR | | 0.13 | RTOR | | 0.12 | |
| RTC | | 0.28 | RTC | | 0.05 | RTC | | 0.61 | RTC | | 0.68 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.02 | Addl ICU | | -0.45 | Addl ICU | | -0.58 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2035 – WITH STADIUM
2012 MODIFIED PROJECT OPTION 1
PM PEAK HOUR**

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Impact Analysis Report
 Level Of Service

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|------|-------------|---------|--------|-------------|---------|--------------|
| | LOS | Del/ Veh | V/ C | LOS | Del/ Veh | V/ C | |
| # 1 "B" St & Driveway 1 | A | 9.6 | 0.004 | A | 9.6 | 0.004 | + 0.000 D/V |
| # 2 "B" St & Driveway 2 | A | 9.9 | 0.037 | A | 9.9 | 0.037 | + 0.000 D/V |
| # 3 Driveway 3 & "LQ" St | A | 9.9 | 0.023 | A | 9.9 | 0.023 | + 0.000 D/V |
| # 4 Driveway 4 & "LQ" St | B | 14.6 | 0.033 | B | 14.6 | 0.033 | + 0.000 D/V |
| # 5 "LQ" St & Driveway 5 | B | 10.0 | 0.035 | B | 10.0 | 0.035 | + 0.000 D/V |
| # 6 "LQ" St & Driveway 6 | C | 15.7 | 0.109 | C | 15.7 | 0.109 | + 0.000 D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 D/V |
| #282 Jeffrey Rd & Portola Pkwy | B | xxxxxx | 0.659 | B | xxxxxx | 0.659 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxxx | 0.920 | E | xxxxxx | 0.920 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | C | xxxxxx | 0.761 | C | xxxxxx | 0.761 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | D | xxxxxx | 0.880 | D | xxxxxx | 0.880 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx | 0.598 | A | xxxxxx | 0.598 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | C | xxxxxx | 0.793 | C | xxxxxx | 0.793 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | E | xxxxxx | 0.913 | E | xxxxxx | 0.913 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | C | 33.5 | 0.968 | C | 33.5 | 0.968 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 18.9 | 0.866 | B | 18.9 | 0.866 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxxx | 1.144 | F | xxxxxx | 1.144 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | A | 8.7 | 0.605 | A | 8.7 | 0.605 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 13.2 | 0.813 | B | 13.2 | 0.813 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | F | xxxxxx | 1.010 | F | xxxxxx | 1.010 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | C | xxxxxx | 0.704 | C | xxxxxx | 0.704 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx | 0.596 | A | xxxxxx | 0.596 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | C | xxxxxx | 0.798 | C | xxxxxx | 0.798 | + 0.000 V/C |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|-------------|-----------|-------|-------------|-----------|-------|--------------|
| | Del/ LOS | V/ Veh | C | Del/ LOS | V/ Veh | C | |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | A | 6.9 | 0.618 | A | 6.9 | 0.618 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 24.9 | 0.903 | C | 24.9 | 0.903 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | E | xxxxxx | 0.930 | E | xxxxxx | 0.930 | + 0.000 V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 13.5 | 0.538 | B | 13.5 | 0.538 | + 0.000 D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | C | 20.5 | 0.593 | C | 20.5 | 0.593 | + 0.000 D/V |
| #556 Ridge Valley & Portola Pkwy | C | xxxxxx | 0.718 | C | xxxxxx | 0.718 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 2.8 | 0.262 | A | 2.8 | 0.262 | + 0.000 V/C |
| #558 "O" St & Irvine Blvd | D | xxxxxx | 0.838 | D | xxxxxx | 0.838 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | C | xxxxxx | 0.714 | C | xxxxxx | 0.714 | + 0.000 V/C |
| #560 "O" St & Marine Wy | C | xxxxxx | 0.714 | C | xxxxxx | 0.714 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | C | xxxxxx | 0.761 | C | xxxxxx | 0.761 | + 0.000 V/C |
| #566 Marine Wy & Barranca Pkwy | B | xxxxxx | 0.652 | B | xxxxxx | 0.652 | + 0.000 V/C |
| #567 Marine Wy & Alton Pkwy | C | xxxxxx | 0.709 | C | xxxxxx | 0.709 | + 0.000 V/C |
| #569 Bake Pkwy & Marine Wy | D | xxxxxx | 0.833 | D | xxxxxx | 0.833 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | A | xxxxxx | 0.527 | A | xxxxxx | 0.527 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | D | xxxxxx | 0.806 | D | xxxxxx | 0.806 | + 0.000 V/C |
| #603 "O" St & "LN" St | A | xxxxxx | 0.328 | A | xxxxxx | 0.328 | + 0.000 V/C |
| #605 "O" St & "LQ" St | A | 3.2 | 0.406 | A | 3.2 | 0.406 | + 0.000 V/C |
| #608 "O" St & "LV" St | A | xxxxxx | 0.335 | A | xxxxxx | 0.335 | + 0.000 V/C |
| #626 "LY" St & "LQ" St | A | 4.9 | 0.395 | A | 4.9 | 0.395 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | B | xxxxxx | 0.632 | B | xxxxxx | 0.632 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A | 9.9 | 0.101 | A | 9.9 | 0.101 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A | 4.5 | 0.379 | A | 4.5 | 0.379 | + 0.000 V/C |
| #787 "Z" St & "LQ" St | B | 14.1 | 0.019 | B | 14.1 | 0.019 | + 0.000 D/V |
| #790 "Z" St & Irvine Blvd | C | xxxxxx | 0.788 | C | xxxxxx | 0.788 | + 0.000 V/C |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #798 "B" St & "LQ" St | A xxxxx | 0.416 | A xxxxx | 0.416 | + 0.000 V/C |
| #799 "B" St & Marine Wy | D xxxxx | 0.827 | D xxxxx | 0.827 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D xxxxx | 0.812 | D xxxxx | 0.812 | + 0.000 V/C |

IUSD High School #5 TIA
Year 2035 With Stadium
2012 Modified Project Option 1

Signal Warrant Summary Report

| Intersection | Base Met | Future Met |
|---------------------------|-------------|-------------|
| | [Del / Vol] | [Del / Vol] |
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 259 | 4 | 0 | 259 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 9.6 | | | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=3]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=525]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 259 | 4 | 0 | 259 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| Major Street Volume: | 522 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 3 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 393 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 158 | 7 | 53 | 231 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 21 | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 9.9 | | | | | | | | |

 Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=27]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=476]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|----|-----|------------|---|---|------------|---|---|---|---|----|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 158 | 7 | | 53 | 231 | 0 | | 0 | 0 | 0 | 0 | 6 | 0 | 21 | | | |
| Major Street Volume: | 449 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 27 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 561 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|-------------|---|---|-------------|---|----|--------------|-----|---|--------------|-----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 17 | 14 | 398 | 0 | 0 | 292 | 7 |
| ApproachDel: | xxxxxx | | | 9.9 | | | xxxxxx | | | xxxxxx | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=17]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=728]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | | 14 | 398 | 0 | | | 0 | 292 | 7 | | |
| Major Street Volume: | | | | | 711 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 17 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 402 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
Year 2035 With Stadium
2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Lanes, Final Volume, and Approach Delay.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=22]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=758]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=11]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=758]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|-------------|----|---|-------------|---|---|--------------|-----|---|--------------|-----|----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 4 | 11 | 7 | 4 | 3 | 4 | 21 | 389 | 1 | 4 | 296 | 14 | | | | | | |
| Major Street Volume: | 725 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 22 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 396 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|--------------|-----|---|--------------|---|-----|------------|---|---|------------|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 390 | 0 | 0 | 0 | 299 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 10.0 | | | xxxxxx | | | | | | | | | | |

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=26]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=715]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|---|---|-----|------------|---|---|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 390 | | 0 | 0 | | 299 | | 0 | 0 | | 0 | | 26 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | 689 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 26 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 319 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|-----|---|--------------|-----|----|------------|---|----|------------|----|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| FinalVolume: | 39 | 294 | 1 | 0 | 291 | 35 | 37 | 7 | 14 | 4 | 18 | 0 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 15.1 | | | 15.7 | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=58]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=740]

FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=22]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=740]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|----|------------|---|----|------------|----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| FinalVolume: | 39 | 294 | 1 | 0 | 291 | 35 | 37 | 7 | 14 | 4 | 18 | 0 | | | | | | |
| Major Street Volume: | 660 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 58 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 553 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 276 | 0 | 0 | 299 | 130 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 276 | 0 | 0 | 299 | 130 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | 705 | | | | | | | | | | | |
| Minor Approach Volume: | 0 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 405 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|-----|---|--------------|-----|----|------------|---|----|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 69 | 127 | 0 | 0 | 105 | 24 | 47 | 0 | 96 | 0 | 0 | 0 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.9 | | | xxxxxx | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=143]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=468]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|----|------------|---|----|------------|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 69 | 127 | 0 | 0 | 105 | 24 | 47 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Major Street Volume: | 325 | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 143 | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 857 | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 24 | 411 | 0 | 0 | 0 | 0 | 323 | 1 | 1 | 1 |
| ApproachDel: | xxxxxx | | | | 14.1 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=5]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=764]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 24 | 411 | 0 | 0 | 0 | 0 | 323 | 1 | 0 | 1 |
| Major Street Volume: | | | | | 759 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 5 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 380 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 6 rows of volume data.

Critical Gap Module table with 12 columns and 2 rows of gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity and volume data.

Level of Service Module table with 12 columns and 8 rows of LOS and delay data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: A[9.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of volume data.

Critical Gap Module table with 12 columns and 2 rows of critical gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity-related data.

Level of Service Module table with 12 columns and 10 rows of level of service and delay data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.9]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0-1).

Volume Module: Table with 13 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for approaches (North, South, East, West).

Critical Gap Module: Table with 13 columns for gap components (Critical Gp, FollowUpTim) and 4 columns for approaches (North, South, East, West).

Capacity Module: Table with 13 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for approaches (North, South, East, West).

Level of Service Module: Table with 13 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for approaches (North, South, East, West).

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[14.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume).

Critical Gap Module: Table with 12 columns for critical gap and follow-up time components.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap.).

Level of Service Module: Table with 12 columns for level of service components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS).

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
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2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B [10.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustment factors for each bound.

Critical Gap Module table with 12 columns showing critical gap and follow-up time values.

Capacity Module table with 12 columns showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns showing 2-way delay, control delay, and LOS by movement.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: C [15.7]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns for gap and follow-up time. Rows include Critical Gap and FollowUpTim.

Capacity Module: Table with 12 columns for capacity and conflict. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns for LOS and delay. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
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2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows: Critical Gp and FollowUpTim.

Capacity Module table with 12 columns and 4 rows: Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 8 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat and Crit Moves.

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.920
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 432 | 804 | 447 | 240 | 432 | 158 | 100 | 1561 | 276 | 309 | 2082 | 376 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 432 | 804 | 447 | 240 | 432 | 158 | 100 | 1561 | 276 | 309 | 2082 | 376 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 432 | 804 | 0 | 240 | 432 | 158 | 100 | 1561 | 276 | 309 | 2082 | 376 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 432 | 804 | 0 | 240 | 432 | 158 | 100 | 1561 | 276 | 309 | 2082 | 376 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 432 | 804 | 0 | 240 | 432 | 158 | 100 | 1561 | 276 | 309 | 2082 | 376 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.55 | 0.45 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4334 | 766 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.16 | 0.00 | 0.07 | 0.08 | 0.09 | 0.03 | 0.36 | 0.36 | 0.09 | 0.61 | 0.22 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module table with 12 columns representing capacity and critical moves like Vol/Sat, Crit Moves.

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.880 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 76 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 241 | 1944 | 510 | 100 | 950 | 153 | 390 | 719 | 166 | 257 | 696 | 273 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 241 | 1944 | 510 | 100 | 950 | 153 | 390 | 719 | 166 | 257 | 696 | 273 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 241 | 1944 | 510 | 100 | 950 | 153 | 390 | 719 | 166 | 257 | 696 | 273 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 241 | 1944 | 510 | 100 | 950 | 153 | 390 | 719 | 166 | 257 | 696 | 273 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 241 | 1944 | 510 | 100 | 950 | 153 | 390 | 719 | 166 | 257 | 696 | 273 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.38 | 0.62 | 2.00 | 4.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 4040 | 1060 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.48 | 0.48 | 0.03 | 0.14 | 0.09 | 0.11 | 0.21 | 0.10 | 0.08 | 0.20 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
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2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat and Crit Moves.

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 51 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 529 | 864 | 561 | 120 | 484 | 201 | 196 | 1329 | 191 | 465 | 1978 | 512 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 529 | 864 | 561 | 120 | 484 | 201 | 196 | 1329 | 191 | 465 | 1978 | 512 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 529 | 864 | 561 | 120 | 484 | 201 | 196 | 1329 | 191 | 465 | 1978 | 512 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 529 | 864 | 561 | 120 | 484 | 201 | 196 | 1329 | 191 | 465 | 1978 | 512 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 529 | 864 | 561 | 120 | 484 | 201 | 196 | 1329 | 191 | 465 | 1978 | 512 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.16 | 0.17 | 0.17 | 0.04 | 0.14 | 0.12 | 0.06 | 0.20 | 0.11 | 0.14 | 0.39 | 0.30 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.913
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 95 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 714 | 2125 | 474 | 389 | 762 | 161 | 225 | 635 | 252 | 420 | 519 | 452 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 714 | 2125 | 474 | 389 | 762 | 161 | 225 | 635 | 252 | 420 | 519 | 452 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 714 | 2125 | 0 | 389 | 762 | 161 | 225 | 635 | 0 | 420 | 519 | 452 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 714 | 2125 | 0 | 389 | 762 | 161 | 225 | 635 | 0 | 420 | 519 | 452 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 714 | 2125 | 0 | 389 | 762 | 161 | 225 | 635 | 0 | 420 | 519 | 452 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.21 | 0.42 | 0.00 | 0.11 | 0.15 | 0.09 | 0.07 | 0.12 | 0.00 | 0.12 | 0.15 | 0.27 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.968
Loss Time (sec): 0 Average Delay (sec/veh): 33.5
Optimal Cycle: 180 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.866
Loss Time (sec): 0 Average Delay (sec/veh): 18.9
Optimal Cycle: 170 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.144
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 220 | 1708 | 143 | 635 | 1109 | 214 | 349 | 279 | 94 | 201 | 94 | 1597 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 220 | 1708 | 143 | 635 | 1109 | 214 | 349 | 279 | 94 | 201 | 94 | 1597 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 220 | 1708 | 143 | 635 | 1109 | 214 | 349 | 279 | 94 | 201 | 94 | 1597 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 220 | 1708 | 143 | 635 | 1109 | 214 | 349 | 279 | 94 | 201 | 94 | 1597 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 220 | 1708 | 143 | 635 | 1109 | 214 | 349 | 279 | 94 | 201 | 94 | 1597 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.51 | 0.49 | 2.00 | 0.75 | 0.25 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4275 | 825 | 3400 | 1272 | 428 | 3400 | 1700 | 3400 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.33 | 0.08 | 0.19 | 0.26 | 0.26 | 0.10 | 0.22 | 0.22 | 0.06 | 0.06 | 0.47 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 0 Average Delay (sec/veh): 8.7
Optimal Cycle: 58 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 0 Average Delay (sec/veh): 13.2
Optimal Cycle: 122 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.010
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing capacity and critical moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 20 | 2110 | 374 | 76 | 1606 | 8 | 43 | 24 | 138 | 327 | 14 | 134 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 2110 | 374 | 76 | 1606 | 8 | 43 | 24 | 138 | 327 | 14 | 134 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 2110 | 0 | 76 | 1606 | 8 | 43 | 24 | 0 | 327 | 14 | 134 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 2110 | 0 | 76 | 1606 | 8 | 43 | 24 | 0 | 327 | 14 | 134 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 20 | 2110 | 0 | 76 | 1606 | 8 | 43 | 24 | 0 | 327 | 14 | 134 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.99 | 0.01 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5075 | 25 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.41 | 0.00 | 0.02 | 0.32 | 0.32 | 0.03 | 0.01 | 0.00 | 0.10 | 0.01 | 0.08 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
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2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: C

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 0 Average Delay (sec/veh): 6.9
Optimal Cycle: 60 Level Of Service: A

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.903
Loss Time (sec): 0 Average Delay (sec/veh): 24.9
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.930
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 109 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 10 | 3586 | 97 | 115 | 1866 | 11 | 46 | 3 | 26 | 53 | 1 | 108 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 3586 | 97 | 115 | 1866 | 11 | 46 | 3 | 26 | 53 | 1 | 108 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 10 | 3586 | 97 | 115 | 1866 | 11 | 46 | 3 | 26 | 53 | 1 | 108 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 10 | 3586 | 97 | 115 | 1866 | 11 | 46 | 3 | 26 | 53 | 1 | 108 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 10 | 3586 | 97 | 115 | 1866 | 11 | 46 | 3 | 26 | 53 | 1 | 108 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.92 | 0.08 | 1.00 | 3.00 | 1.00 | 1.00 | 0.10 | 0.90 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 4966 | 134 | 1700 | 5100 | 1700 | 1700 | 176 | 1524 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.72 | 0.72 | 0.07 | 0.37 | 0.01 | 0.03 | 0.02 | 0.02 | 0.03 | 0.00 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 0 Average Delay (sec/veh): 13.5
Optimal Cycle: 49 Level Of Service: B

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 0 Average Delay (sec/veh): 20.5
Optimal Cycle: 56 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | WideBypass | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 177 | 102 | 289 | 28 | 64 | 18 | 9 | 1057 | 187 | 94 | 634 | 82 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 177 | 102 | 289 | 28 | 64 | 18 | 9 | 1057 | 187 | 94 | 634 | 82 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 177 | 102 | 289 | 28 | 64 | 18 | 9 | 1057 | 187 | 94 | 634 | 82 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 177 | 102 | 289 | 28 | 64 | 18 | 9 | 1057 | 187 | 94 | 634 | 82 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 177 | 102 | 289 | 28 | 64 | 18 | 9 | 1057 | 187 | 94 | 634 | 82 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.26 | 0.74 | 1.00 | 1.56 | 0.44 | 1.00 | 1.70 | 0.30 | 1.00 | 1.77 | 0.23 |
| Final Sat.: | 1700 | 443 | 1257 | 1700 | 2654 | 746 | 1700 | 2889 | 511 | 1700 | 3011 | 389 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.23 | 0.23 | 0.02 | 0.02 | 0.02 | 0.01 | 0.37 | 0.37 | 0.06 | 0.21 | 0.21 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 53 | 389 | 1 | 59 | 238 | 78 | 114 | 31 | 127 | 2 | 22 | 77 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 53 | 389 | 1 | 59 | 238 | 78 | 114 | 31 | 127 | 2 | 22 | 77 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 53 | 389 | 1 | 59 | 238 | 78 | 114 | 31 | 127 | 2 | 22 | 77 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 53 | 389 | 1 | 59 | 238 | 78 | 114 | 31 | 127 | 2 | 22 | 77 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 53 | 389 | 1 | 59 | 238 | 78 | 114 | 31 | 127 | 2 | 22 | 77 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|---|----|-----|----|-----|----|-----|---|----|----|
| AutoPCE: | 53 | 389 | 1 | 59 | 238 | 78 | 114 | 31 | 127 | 2 | 22 | 77 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 53 | 389 | 1 | 59 | 238 | 78 | 114 | 31 | 127 | 2 | 22 | 77 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 204 | 77 | 299 | 556 |
| MaxVolume: | 2277 | 2369 | 1039 | 900 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2277 | 2369 | 1039 | 900 |
| ApproachVol: | 443 | 375 | 272 | 101 |
| ApproachV/C: | 0.19 | 0.16 | 0.26 | 0.11 |
| ApproachDel: | 2.0 | 1.8 | 4.7 | 4.5 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.7 | 0.6 | 1.1 | 0.4 |

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 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.838
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 61 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 3 | 2 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 239 | 254 | 115 | 139 | 121 | 297 | 419 | 1765 | 177 | 108 | 2418 | 274 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 239 | 254 | 115 | 139 | 121 | 297 | 419 | 1765 | 177 | 108 | 2418 | 274 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 239 | 254 | 115 | 139 | 121 | 0 | 419 | 1765 | 177 | 108 | 2418 | 274 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 239 | 254 | 115 | 139 | 121 | 0 | 419 | 1765 | 177 | 108 | 2418 | 274 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 239 | 254 | 115 | 139 | 121 | 0 | 419 | 1765 | 177 | 108 | 2418 | 274 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.38 | 0.62 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 2340 | 1060 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.11 | 0.11 | 0.08 | 0.04 | 0.00 | 0.12 | 0.35 | 0.10 | 0.03 | 0.47 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, OvlAdjVol.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, OvlAdjV/S, Crit Moves.

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 409 | 0 | 294 | 308 | 1034 | 0 | 0 | 1053 | 435 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 409 | 0 | 294 | 308 | 1034 | 0 | 0 | 1053 | 435 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 409 | 0 | 294 | 308 | 1034 | 0 | 0 | 1053 | 435 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 409 | 0 | 294 | 308 | 1034 | 0 | 0 | 1053 | 435 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 409 | 0 | 294 | 308 | 1034 | 0 | 0 | 1053 | 435 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.17 | 0.18 | 0.30 | 0.00 | 0.00 | 0.31 | 0.26 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 169 | 0 | 88 | 0 | 0 | 0 | 0 | 2054 | 165 | 96 | 3109 | 11 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 169 | 0 | 88 | 0 | 0 | 0 | 0 | 2054 | 165 | 96 | 3109 | 11 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 169 | 0 | 88 | 0 | 0 | 0 | 0 | 2054 | 165 | 96 | 3109 | 11 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 169 | 0 | 88 | 0 | 0 | 0 | 0 | 2054 | 165 | 96 | 3109 | 11 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 169 | 0 | 88 | 0 | 0 | 0 | 0 | 2054 | 165 | 96 | 3109 | 11 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.99 | 0.01 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5082 | 18 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.40 | 0.10 | 0.06 | 0.61 | 0.61 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 107 | 504 | 126 | 333 | 371 | 289 | 478 | 1095 | 135 | 97 | 700 | 366 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 107 | 504 | 126 | 333 | 371 | 289 | 478 | 1095 | 135 | 97 | 700 | 366 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 107 | 504 | 126 | 333 | 371 | 289 | 478 | 1095 | 135 | 97 | 700 | 366 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 107 | 504 | 126 | 333 | 371 | 289 | 478 | 1095 | 135 | 97 | 700 | 366 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 107 | 504 | 126 | 333 | 371 | 289 | 478 | 1095 | 135 | 97 | 700 | 366 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.15 | 0.07 | 0.10 | 0.11 | 0.17 | 0.14 | 0.32 | 0.08 | 0.03 | 0.21 | 0.22 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 38 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 473 | 423 | 229 | 120 | 444 | 242 | 277 | 1301 | 539 | 205 | 1024 | 101 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 473 | 423 | 229 | 120 | 444 | 242 | 277 | 1301 | 539 | 205 | 1024 | 101 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 473 | 423 | 229 | 120 | 444 | 242 | 277 | 1301 | 539 | 205 | 1024 | 101 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 473 | 423 | 229 | 120 | 444 | 242 | 277 | 1301 | 539 | 205 | 1024 | 101 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 473 | 423 | 229 | 120 | 444 | 242 | 277 | 1301 | 539 | 205 | 1024 | 101 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.14 | 0.12 | 0.13 | 0.07 | 0.13 | 0.14 | 0.08 | 0.26 | 0.32 | 0.06 | 0.20 | 0.06 |
| Crit Moves: | **** | | | | | **** | | | **** | **** | | |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.833
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 60 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 547 | 3024 | 0 | 0 | 2941 | 326 | 533 | 43 | 785 | 24 | 25 | 16 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 547 | 3024 | 0 | 0 | 2941 | 326 | 533 | 43 | 785 | 24 | 25 | 16 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 547 | 3024 | 0 | 0 | 2941 | 326 | 533 | 43 | 785 | 24 | 25 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 547 | 3024 | 0 | 0 | 2941 | 326 | 533 | 43 | 785 | 24 | 25 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 547 | 3024 | 0 | 0 | 2941 | 326 | 533 | 43 | 785 | 24 | 25 | 16 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 4.00 | 1.00 | 1.00 | 4.50 | 0.50 | 2.00 | 1.00 | 2.00 | 2.00 | 1.22 | 0.78 |
| Final Sat.: | 3400 | 6800 | 1700 | 1700 | 7652 | 848 | 3400 | 1700 | 3400 | 3400 | 2073 | 1327 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.16 | 0.44 | 0.00 | 0.00 | 0.38 | 0.38 | 0.16 | 0.03 | 0.23 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 359 | 24 | 85 | 25 | 69 | 109 | 24 | 972 | 312 | 36 | 470 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 359 | 24 | 85 | 25 | 69 | 109 | 24 | 972 | 312 | 36 | 470 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 359 | 24 | 85 | 25 | 69 | 109 | 24 | 972 | 312 | 36 | 470 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 359 | 24 | 85 | 25 | 69 | 109 | 24 | 972 | 312 | 36 | 470 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 359 | 24 | 85 | 25 | 69 | 109 | 24 | 972 | 312 | 36 | 470 | 4 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.22 | 0.78 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.98 | 0.02 |
| Final Sat.: | 3400 | 374 | 1326 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3371 | 29 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.11 | 0.06 | 0.06 | 0.01 | 0.04 | 0.06 | 0.01 | 0.29 | 0.18 | 0.02 | 0.14 | 0.14 |
| Crit Moves: | **** | | | | | **** | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.806
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 53 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 61 | 84 | 130 | 290 | 81 | 137 | 140 | 1925 | 59 | 162 | 2600 | 372 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 61 | 84 | 130 | 290 | 81 | 137 | 140 | 1925 | 59 | 162 | 2600 | 372 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 61 | 84 | 130 | 290 | 81 | 137 | 140 | 1925 | 59 | 162 | 2600 | 372 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 61 | 84 | 130 | 290 | 81 | 137 | 140 | 1925 | 59 | 162 | 2600 | 372 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 61 | 84 | 130 | 290 | 81 | 137 | 140 | 1925 | 59 | 162 | 2600 | 372 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.37 | 0.63 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 632 | 1068 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.05 | 0.08 | 0.09 | 0.13 | 0.13 | 0.08 | 0.38 | 0.03 | 0.10 | 0.51 | 0.22 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.328
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 18 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 59 | 476 | 171 | 3 | 357 | 14 | 10 | 12 | 38 | 96 | 14 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 59 | 476 | 171 | 3 | 357 | 14 | 10 | 12 | 38 | 96 | 14 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 59 | 476 | 171 | 3 | 357 | 14 | 10 | 12 | 38 | 96 | 14 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 59 | 476 | 171 | 3 | 357 | 14 | 10 | 12 | 38 | 96 | 14 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 59 | 476 | 171 | 3 | 357 | 14 | 10 | 12 | 38 | 96 | 14 | 2 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.47 | 0.53 | 1.00 | 1.92 | 0.08 | 1.00 | 0.24 | 0.76 | 1.00 | 0.88 | 0.12 |
| Final Sat.: | 1700 | 2501 | 899 | 1700 | 3272 | 128 | 1700 | 408 | 1292 | 1700 | 1488 | 213 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.19 | 0.19 | 0.00 | 0.11 | 0.11 | 0.01 | 0.03 | 0.03 | 0.06 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.2 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 695 | 248 | 17 | 497 | 20 | 29 | 95 | 30 | 150 | 68 | 44 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 695 | 248 | 17 | 497 | 20 | 29 | 95 | 30 | 150 | 68 | 44 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 695 | 248 | 17 | 497 | 20 | 29 | 95 | 30 | 150 | 68 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 695 | 248 | 17 | 497 | 20 | 29 | 95 | 30 | 150 | 68 | 44 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 695 | 248 | 17 | 497 | 20 | 29 | 95 | 30 | 150 | 68 | 44 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|-----|----|-----|----|----|----|----|-----|----|----|
| AutoPCE: | 0 | 695 | 248 | 17 | 497 | 20 | 29 | 95 | 30 | 150 | 68 | 44 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 695 | 248 | 17 | 497 | 20 | 29 | 95 | 30 | 150 | 68 | 44 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 141 | 218 | 664 | 724 |
| MaxVolume: | 2322 | 2267 | 841 | 809 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2322 | 2267 | 841 | 809 |
| ApproachVol: | 943 | 534 | 154 | 262 |
| ApproachV/C: | 0.41 | 0.24 | 0.18 | 0.32 |
| ApproachDel: | 2.6 | 2.1 | 5.2 | 6.6 |
| ApproachLOS: | A | A | A | A |
| Queue: | 2.0 | 0.9 | 0.7 | 1.4 |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.335
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 18 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 28 | 609 | 59 | 13 | 544 | 80 | 120 | 24 | 67 | 50 | 10 | 8 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 28 | 609 | 59 | 13 | 544 | 80 | 120 | 24 | 67 | 50 | 10 | 8 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 28 | 609 | 59 | 13 | 544 | 80 | 120 | 24 | 67 | 50 | 10 | 8 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 28 | 609 | 59 | 13 | 544 | 80 | 120 | 24 | 67 | 50 | 10 | 8 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 28 | 609 | 59 | 13 | 544 | 80 | 120 | 24 | 67 | 50 | 10 | 8 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.82 | 0.18 | 1.00 | 1.74 | 0.26 | 1.00 | 0.26 | 0.74 | 1.00 | 0.56 | 0.44 |
| Final Sat.: | 1700 | 3100 | 300 | 1700 | 2964 | 436 | 1700 | 448 | 1252 | 1700 | 944 | 756 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.20 | 0.20 | 0.01 | 0.18 | 0.18 | 0.07 | 0.05 | 0.05 | 0.03 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.9 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 156 | 42 | 7 | 93 | 2 | 5 | 437 | 3 | 38 | 298 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 156 | 42 | 7 | 93 | 2 | 5 | 437 | 3 | 38 | 298 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 156 | 42 | 7 | 93 | 2 | 5 | 437 | 3 | 38 | 298 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 156 | 42 | 7 | 93 | 2 | 5 | 437 | 3 | 38 | 298 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 156 | 42 | 7 | 93 | 2 | 5 | 437 | 3 | 38 | 298 | 4 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|----|---|----|---|---|-----|---|----|-----|---|
| AutoPCE: | 1 | 156 | 42 | 7 | 93 | 2 | 5 | 437 | 3 | 38 | 298 | 4 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 156 | 42 | 7 | 93 | 2 | 5 | 437 | 3 | 38 | 298 | 4 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 449 | 337 | 138 | 162 |
| MaxVolume: | 958 | 1018 | 1125 | 1113 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 958 | 1018 | 1125 | 1113 |
| ApproachVol: | 199 | 102 | 445 | 340 |
| ApproachV/C: | 0.21 | 0.10 | 0.40 | 0.31 |
| ApproachDel: | 4.7 | 3.9 | 5.3 | 4.7 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.8 | 0.3 | 1.9 | 1.3 |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.632
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 84 | 0 | 90 | 0 | 0 | 0 | 0 | 1973 | 55 | 84 | 2717 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 84 | 0 | 90 | 0 | 0 | 0 | 0 | 1973 | 55 | 84 | 2717 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 84 | 0 | 90 | 0 | 0 | 0 | 0 | 1973 | 55 | 84 | 2717 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 84 | 0 | 90 | 0 | 0 | 0 | 0 | 1973 | 55 | 84 | 2717 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 84 | 0 | 90 | 0 | 0 | 0 | 0 | 1973 | 55 | 84 | 2717 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.39 | 0.03 | 0.05 | 0.53 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[9.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustment factors for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time values.

Capacity Module: Table with 12 columns showing conflict volume, potent capacity, move capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.5 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 26 | 0 | 44 | 9 | 440 | 0 | 0 | 279 | 37 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 26 | 0 | 44 | 9 | 440 | 0 | 0 | 279 | 37 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 26 | 0 | 44 | 9 | 440 | 0 | 0 | 279 | 37 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 26 | 0 | 44 | 9 | 440 | 0 | 0 | 279 | 37 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 26 | 0 | 44 | 9 | 440 | 0 | 0 | 279 | 37 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|----|---|----|---|-----|---|---|-----|----|
| AutoPCE: | 0 | 0 | 0 | 26 | 0 | 44 | 9 | 440 | 0 | 0 | 279 | 37 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 26 | 0 | 44 | 9 | 440 | 0 | 0 | 279 | 37 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 475 | 279 | 26 | 9 |
| MaxVolume: | xxxxxx | 1049 | 1186 | 1195 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1049 | 1186 | 1195 |
| ApproachVol: | xxxxxx | 70 | 449 | 316 |
| ApproachV/C: | 1.00 | 0.07 | 0.38 | 0.26 |
| ApproachDel: | xxxxxx | 3.7 | 4.9 | 4.1 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.2 | 1.8 | 1.1 |

IUSD High School #5 TIA
Year 2035 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[14.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time values.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing delay, LOS, and approach delay values.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.416 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 21 | Level Of Service: | A |

| Street Name: | "B" St | | | | | | "LQ" St | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 39 | 135 | 7 | 32 | 157 | 14 | 4 | 383 | 27 | 3 | 270 | 39 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 39 | 135 | 7 | 32 | 157 | 14 | 4 | 383 | 27 | 3 | 270 | 39 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 39 | 135 | 7 | 32 | 157 | 14 | 4 | 383 | 27 | 3 | 270 | 39 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 39 | 135 | 7 | 32 | 157 | 14 | 4 | 383 | 27 | 3 | 270 | 39 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 39 | 135 | 7 | 32 | 157 | 14 | 4 | 383 | 27 | 3 | 270 | 39 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.95 | 0.05 | 1.00 | 0.92 | 0.08 | 1.00 | 0.93 | 0.07 | 1.00 | 0.87 | 0.13 |
| Final Sat.: | 1700 | 1616 | 84 | 1700 | 1561 | 139 | 1700 | 1588 | 112 | 1700 | 1485 | 215 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.08 | 0.08 | 0.02 | 0.10 | 0.10 | 0.00 | 0.24 | 0.24 | 0.00 | 0.18 | 0.18 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: D

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.812
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 55 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 68 | 45 | 161 | 70 | 27 | 40 | 66 | 2010 | 151 | 204 | 2997 | 178 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 68 | 45 | 161 | 70 | 27 | 40 | 66 | 2010 | 151 | 204 | 2997 | 178 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 68 | 45 | 161 | 70 | 27 | 40 | 66 | 2010 | 151 | 204 | 2997 | 178 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 68 | 45 | 161 | 70 | 27 | 40 | 66 | 2010 | 151 | 204 | 2997 | 178 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 68 | 45 | 161 | 70 | 27 | 40 | 66 | 2010 | 151 | 204 | 2997 | 178 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.40 | 0.60 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 685 | 1015 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.03 | 0.09 | 0.04 | 0.04 | 0.04 | 0.04 | 0.39 | 0.09 | 0.06 | 0.59 | 0.10 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1674 | 26 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 259 | 4 | 0 | 259 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | Volume |
| 0.00 | 0.15 | 0.15 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.15 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.155 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.15 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.15 | RTC | | 0.15 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.15 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.21 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1628 | 72 | 1700 | 1700 | 0 | 0 | 0 | 0 | 850 | 0 | 850 | Total Saturation |
| 0 | 158 | 7 | 53 | 231 | 0 | 0 | 0 | 0 | 6 | 0 | 21 | Volume |
| 0.00 | 0.10 | 0.10 | 0.03 | 0.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.14 | V/C | | 0.00 | V/C | | 0.01 | 0.143 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.14 | RTOG | | -0.01 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.04 | |
| RTC | | 0.11 | RTC | | 0.14 | RTC | | -0.01 | RTC | | 0.04 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.14 | Addl ICU | | 0.01 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.19 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1660 | 40 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 17 | 14 | 398 | 0 | 0 | 292 | 7 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.23 | 0.00 | 0.00 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.23 | V/C | | 0.00 | 0.234 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.23 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.04 | RTC | | 0.23 | RTC | | 0.23 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.03 | Addl ICU | | -0.23 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.28 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1696 | 4 | 22 | 1603 | 76 | Total Saturation |
| 4 | 11 | 7 | 4 | 3 | 4 | 21 | 389 | 1 | 4 | 296 | 14 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.23 | 0.23 | 0.18 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.23 | V/C | | 0.18 | 0.419 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.23 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.23 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.13 | RTC | | 0.18 | RTC | | 0.23 | RTC | | 0.41 | |
| Addl ICU | | -0.13 | Addl ICU | | -0.17 | Addl ICU | | 0.00 | Addl ICU | | -0.22 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.47 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 390 | 0 | 0 | 299 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | Volume |
| 0.00 | 0.23 | 0.00 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.23 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.229 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.23 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.00 | |
| RTC | | 0.23 | RTC | | 0.23 | RTC | | 0.04 | RTC | | 0.00 | |
| Addl ICU | | -0.23 | Addl ICU | | -0.23 | Addl ICU | | -0.02 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.28 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1694 | 6 | 0 | 1517 | 183 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 39 | 294 | 1 | 0 | 291 | 35 | 37 | 7 | 14 | 4 | 18 | 0 | Volume |
| 0.02 | 0.17 | 0.17 | 0.00 | 0.19 | 0.19 | 0.02 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.02 | V/C | | 0.19 | V/C | | 0.02 | V/C | | 0.00 | 0.236 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.19 | RTOG | | 0.02 | RTOG | | -0.02 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.04 | |
| RTC | | 0.23 | RTC | | 0.21 | RTC | | 0.04 | RTC | | 0.01 | |
| Addl ICU | | -0.06 | Addl ICU | | -0.02 | Addl ICU | | -0.03 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 276 | 0 | 0 | 299 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.16 | 0.00 | 0.00 | 0.18 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.00 | 0.176 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.18 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | |
| RTC | | 0.18 | RTC | | 0.18 | RTC | | 0.00 | RTC | | 0.01 | |
| Addl ICU | | -0.18 | Addl ICU | | -0.10 | Addl ICU | | 0.00 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.23 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 3400 | 4931 | 169 | Total Saturation |
| 743 | 30 | 72 | 127 | 67 | 42 | 134 | 1225 | 443 | 309 | 875 | 30 | Volume |
| 0.22 | 0.02 | 0.04 | 0.07 | 0.04 | 0.02 | 0.08 | 0.36 | 0.26 | 0.09 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.22 | | V/C | 0.04 | | V/C | 0.36 | | V/C | 0.09 | | 0.709 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.18 | | RTOG | 0.04 | | RTOG | 0.36 | | RTOG | 0.37 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.27 | | RTOR | 0.22 | | RTOR | 0.24 | | |
| RTC | 0.25 | | RTC | 0.24 | | RTC | 0.52 | | RTC | 0.55 | | |
| Addl ICU | -0.21 | | Addl ICU | -0.22 | | Addl ICU | -0.26 | | Addl ICU | -0.38 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 432 | 804 | 447 | 240 | 432 | 158 | 100 | 1561 | 276 | 309 | 2082 | 376 | Volume |
| 0.13 | 0.16 | 0.00 | 0.07 | 0.08 | 0.09 | 0.03 | 0.31 | 0.16 | 0.09 | 0.41 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.07 | V/C | | 0.03 | V/C | | 0.41 | 0.666 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.10 | RTOG | | 0.35 | RTOG | | 0.41 | Right Turn Adjustment |
| RTOR | | 0.13 | RTOR | | 0.03 | RTOR | | 0.14 | RTOR | | 0.07 | |
| RTC | | 0.26 | RTC | | 0.12 | RTC | | 0.45 | RTC | | 0.46 | |
| Addl ICU | | -0.26 | Addl ICU | | -0.03 | Addl ICU | | -0.29 | Addl ICU | | -0.24 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.72 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 1.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3830 | 1270 | 3400 | 5100 | 1700 | 1700 | 2550 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 389 | 1288 | 427 | 71 | 701 | 255 | 259 | 266 | 254 | 223 | 240 | 103 | Volume |
| 0.11 | 0.34 | 0.34 | 0.02 | 0.14 | 0.15 | 0.15 | 0.10 | 0.10 | 0.07 | 0.14 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.34 | V/C | | 0.02 | V/C | | 0.15 | V/C | | 0.14 | 0.651 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.34 | RTOG | | 0.24 | RTOG | | 0.23 | RTOG | | 0.14 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.15 | RTOR | | 0.22 | RTOR | | 0.02 | |
| RTC | | 0.48 | RTC | | 0.36 | RTC | | 0.39 | RTC | | 0.16 | |
| Addl ICU | | -0.14 | Addl ICU | | -0.21 | Addl ICU | | -0.29 | Addl ICU | | -0.10 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 241 | 1944 | 510 | 100 | 950 | 153 | 390 | 719 | 166 | 257 | 696 | 273 | Volume |
| 0.07 | 0.38 | 0.30 | 0.03 | 0.14 | 0.09 | 0.11 | 0.21 | 0.10 | 0.08 | 0.20 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.38 | | V/C | 0.03 | | V/C | 0.11 | | V/C | 0.20 | | 0.730 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.38 | | RTOG | 0.34 | | RTOG | 0.24 | | RTOG | 0.20 | | Right Turn Adjustment |
| RTOR | 0.11 | | RTOR | 0.11 | | RTOR | 0.27 | | RTOR | 0.03 | | |
| RTC | 0.46 | | RTC | 0.43 | | RTC | 0.45 | | RTC | 0.23 | | |
| Addl ICU | -0.16 | | Addl ICU | -0.34 | | Addl ICU | -0.35 | | Addl ICU | -0.07 | | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 805 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 285 | 247 | 726 | 0 | Volume |
| 0.24 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.07 | 0.21 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.24 | | V/C | 0.00 | | V/C | 0.24 | | V/C | 0.07 | | 0.548 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.24 | | RTOG | -0.24 | | RTOG | 0.24 | | RTOG | 0.31 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.10 | | RTOR | 0.24 | | RTOR | 0.24 | | |
| RTC | 0.29 | | RTC | -0.16 | | RTC | 0.42 | | RTC | 0.49 | | |
| Addl ICU | -0.19 | | Addl ICU | 0.16 | | Addl ICU | -0.42 | | Addl ICU | -0.49 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.60 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 529 | 864 | 561 | 120 | 484 | 201 | 196 | 1329 | 191 | 465 | 1978 | 512 | Volume |
| 0.16 | 0.17 | 0.17 | 0.04 | 0.14 | 0.12 | 0.06 | 0.20 | 0.11 | 0.14 | 0.39 | 0.30 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.14 | V/C | | 0.06 | V/C | | 0.39 | 0.743 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.26 | RTOG | | 0.14 | RTOG | | 0.31 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.06 | RTOR | | 0.16 | RTOR | | 0.13 | |
| RTC | | 0.45 | RTC | | 0.19 | RTC | | 0.43 | RTC | | 0.48 | |
| Addl ICU | | -0.29 | Addl ICU | | -0.07 | Addl ICU | | -0.31 | Addl ICU | | -0.18 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.79 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 714 | 2125 | 474 | 389 | 762 | 161 | 225 | 635 | 252 | 420 | 519 | 452 | Volume |
| 0.21 | 0.42 | 0.00 | 0.11 | 0.15 | 0.09 | 0.07 | 0.12 | 0.00 | 0.12 | 0.10 | 0.27 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.42 | V/C | | 0.11 | V/C | | 0.12 | V/C | | 0.12 | 0.779 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.32 | RTOG | | 0.12 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.15 | RTOR | | 0.38 | RTOR | | 0.11 | |
| RTC | | 0.51 | RTC | | 0.43 | RTC | | 0.41 | RTC | | 0.27 | |
| Addl ICU | | -0.51 | Addl ICU | | -0.34 | Addl ICU | | -0.41 | Addl ICU | | 0.00 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 0.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 2354 | 1046 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 692 | 2838 | 1158 | 256 | 1408 | 245 | 358 | 159 | 236 | 635 | 661 | 449 | Volume |
| 0.20 | 0.42 | 0.68 | 0.08 | 0.21 | 0.14 | 0.15 | 0.15 | 0.07 | 0.19 | 0.26 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.42 | | V/C | 0.08 | | V/C | 0.15 | | V/C | 0.26 | | 0.904 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.42 | | RTOG | 0.29 | | RTOG | 0.22 | | RTOG | 0.26 | | Right Turn Adjustment |
| RTOR | 0.26 | | RTOR | 0.15 | | RTOR | 0.29 | | RTOR | 0.08 | | |
| RTC | 0.61 | | RTC | 0.40 | | RTC | 0.44 | | RTC | 0.32 | | |
| Addl ICU | 0.07 | | Addl ICU | -0.26 | | Addl ICU | -0.37 | | Addl ICU | -0.14 | | |
| | 0.07 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 1.02 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 3922 | 257 | 518 | 1741 | 0 | 658 | 0 | 340 | 0 | 0 | 0 | Volume |
| 0.00 | 0.58 | 0.15 | 0.15 | 0.26 | 0.00 | 0.15 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.58 | V/C | | 0.15 | V/C | | 0.15 | V/C | | 0.00 | 0.884 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.58 | RTOG | | 0.73 | RTOG | | 0.15 | RTOG | | -0.15 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.15 | RTOR | | 0.47 | RTOR | | 0.15 | |
| RTC | | 0.69 | RTC | | 0.85 | RTC | | 0.51 | RTC | | -0.04 | |
| Addl ICU | | -0.54 | Addl ICU | | -0.85 | Addl ICU | | -0.38 | Addl ICU | | 0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.93 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4966 | 134 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 10 | 3586 | 97 | 115 | 1866 | 11 | 46 | 3 | 26 | 53 | 1 | 108 | Volume |
| 0.01 | 0.72 | 0.72 | 0.07 | 0.37 | 0.01 | 0.03 | 0.00 | 0.02 | 0.03 | 0.00 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.72 | V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.03 | 0.823 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.72 | RTOG | | 0.78 | RTOG | | 0.00 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.42 | RTOR | | 0.07 | |
| RTC | | 0.75 | RTC | | 0.81 | RTC | | 0.32 | RTC | | 0.06 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.80 | Addl ICU | | -0.30 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.88 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 220 | 1708 | 143 | 635 | 1109 | 214 | 349 | 279 | 94 | 201 | 94 | 1597 | Volume |
| 0.13 | 0.33 | 0.08 | 0.19 | 0.22 | 0.13 | 0.10 | 0.16 | 0.06 | 0.06 | 0.06 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.33 | V/C | | 0.19 | V/C | | 0.16 | V/C | | 0.06 | 0.745 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.33 | RTOG | | 0.39 | RTOG | | 0.16 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.17 | RTOR | | 0.30 | RTOR | | 0.19 | |
| RTC | | 0.38 | RTC | | 0.52 | RTC | | 0.39 | RTC | | 0.26 | |
| Addl ICU | | -0.30 | Addl ICU | | -0.39 | Addl ICU | | -0.34 | Addl ICU | | -0.26 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.79 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 108 | 0 | 247 | 0 | 1902 | 127 | 174 | 2685 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.07 | 0.00 | 0.28 | 0.07 | 0.10 | 0.53 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.53 | 0.590 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.06 | RTOG | | 0.06 | RTOG | | 0.42 | RTOG | | 0.53 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.06 | |
| RTC | | 0.12 | RTC | | 0.06 | RTC | | 0.47 | RTC | | 0.57 | |
| Addl ICU | | -0.12 | Addl ICU | | 0.01 | Addl ICU | | -0.40 | Addl ICU | | -0.57 | |
| | | 0.00 | | | 0.01 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.65 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4625 | 475 | Total Saturation |
| 184 | 0 | 364 | 0 | 0 | 0 | 0 | 1956 | 215 | 0 | 2726 | 280 | Volume |
| 0.11 | 0.00 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.58 | 0.00 | 0.00 | 0.59 | 0.59 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.11 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.59 | 0.698 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | -0.11 | RTOG | | 0.59 | RTOG | | 0.59 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | 0.12 | RTC | | -0.11 | RTC | | 0.67 | RTC | | 0.67 | |
| Addl ICU | | 0.10 | Addl ICU | | 0.11 | Addl ICU | | -0.67 | Addl ICU | | -0.08 | |
| | | 0.10 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.84 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 716 | 1347 | 206 | 294 | 711 | 1002 | 856 | 1149 | 327 | 150 | 1910 | 415 | Volume |
| 0.21 | 0.26 | 0.00 | 0.09 | 0.14 | 0.00 | 0.17 | 0.23 | 0.19 | 0.04 | 0.37 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.26 | V/C | | 0.09 | V/C | | 0.17 | V/C | | 0.37 | 0.893 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.26 | RTOG | | 0.14 | RTOG | | 0.50 | RTOG | | 0.37 | Right Turn Adjustment |
| RTOR | | 0.32 | RTOR | | 0.17 | RTOR | | 0.21 | RTOR | | 0.09 | |
| RTC | | 0.50 | RTC | | 0.27 | RTC | | 0.66 | RTC | | 0.44 | |
| Addl ICU | | -0.50 | Addl ICU | | -0.27 | Addl ICU | | -0.46 | Addl ICU | | -0.20 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.94 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 4873 | 227 | 1700 | 527 | 1173 | 1700 | 1700 | 1700 | Total Saturation |
| 106 | 2121 | 345 | 53 | 1032 | 48 | 33 | 66 | 147 | 138 | 72 | 123 | Volume |
| 0.06 | 0.42 | 0.00 | 0.03 | 0.21 | 0.21 | 0.02 | 0.13 | 0.13 | 0.08 | 0.04 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.42 | V/C | | 0.03 | V/C | | 0.13 | V/C | | 0.08 | 0.654 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.38 | RTOG | | 0.13 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.16 | RTOR | | 0.24 | RTOR | | 0.03 | |
| RTC | | 0.48 | RTC | | 0.51 | RTC | | 0.30 | RTC | | 0.21 | |
| Addl ICU | | -0.48 | Addl ICU | | -0.30 | Addl ICU | | -0.18 | Addl ICU | | -0.14 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5075 | 25 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 20 | 2110 | 374 | 76 | 1606 | 8 | 43 | 24 | 138 | 327 | 14 | 134 | Volume |
| 0.01 | 0.41 | 0.00 | 0.02 | 0.32 | 0.32 | 0.03 | 0.01 | 0.00 | 0.10 | 0.01 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.10 | 0.546 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.42 | RTOG | | 0.01 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.10 | RTOR | | 0.12 | RTOR | | 0.02 | |
| RTC | | 0.49 | RTC | | 0.50 | RTC | | 0.10 | RTC | | 0.10 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.18 | Addl ICU | | -0.10 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.60 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2470 | 930 | Total Saturation |
| 24 | 1223 | 417 | 138 | 1115 | 696 | 1105 | 524 | 6 | 163 | 353 | 133 | Volume |
| 0.01 | 0.24 | 0.00 | 0.04 | 0.22 | 0.00 | 0.33 | 0.15 | 0.00 | 0.05 | 0.14 | 0.14 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.24 | V/C | | 0.04 | V/C | | 0.33 | V/C | | 0.14 | 0.748 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.27 | RTOG | | 0.42 | RTOG | | 0.14 | Right Turn Adjustment |
| RTOR | | 0.31 | RTOR | | 0.33 | RTOR | | 0.06 | RTOR | | 0.04 | |
| RTC | | 0.48 | RTC | | 0.51 | RTC | | 0.47 | RTC | | 0.17 | |
| Addl ICU | | -0.48 | Addl ICU | | -0.51 | Addl ICU | | -0.46 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.80 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5097 | 3 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3500 | 1077 | 0 | 1998 | 1 | 0 | 0 | 0 | 144 | 0 | 477 | Volume |
| 0.00 | 0.51 | 0.00 | 0.00 | 0.39 | 0.39 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.51 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.08 | 0.599 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.51 | RTOG | | 0.51 | RTOG | | -0.08 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.08 | RTOR | | 0.12 | RTOR | | 0.00 | |
| RTC | | 0.58 | RTC | | 0.58 | RTC | | 0.01 | RTC | | 0.08 | |
| Addl ICU | | -0.58 | Addl ICU | | -0.19 | Addl ICU | | -0.01 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.66 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 2334 | 0 | 0 | 1363 | 890 | 2378 | 0 | 254 | 0 | 0 | 0 | Volume |
| 0.00 | 0.46 | 0.00 | 0.00 | 0.27 | 0.00 | 0.47 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.46 | V/C | | 0.00 | V/C | | 0.47 | V/C | | 0.00 | 0.924 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.46 | RTOG | | 0.46 | RTOG | | 0.47 | RTOG | | -0.47 | Right Turn Adjustment |
| RTOR | | 0.47 | RTOR | | 0.47 | RTOR | | 0.19 | RTOR | | 0.00 | |
| RTC | | 0.81 | RTC | | 0.81 | RTC | | 0.61 | RTC | | -0.47 | |
| Addl ICU | | -0.81 | Addl ICU | | -0.81 | Addl ICU | | -0.46 | Addl ICU | | 0.47 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.97 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 189 | 0 | 221 | 0 | 1201 | 370 | 352 | 1341 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.07 | 0.00 | 0.35 | 0.22 | 0.10 | 0.39 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.11 | V/C | | 0.35 | V/C | | 0.10 | 0.568 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.11 | RTOG | | 0.11 | RTOG | | 0.35 | RTOG | | 0.46 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.06 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | -0.03 | RTC | | 0.16 | RTC | | 0.44 | RTC | | 0.54 | |
| Addl ICU | | 0.03 | Addl ICU | | -0.09 | Addl ICU | | -0.22 | Addl ICU | | -0.54 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.62 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 443 | 0 | 571 | 0 | 0 | 0 | 0 | 1174 | 218 | 299 | 1249 | 0 | Volume |
| 0.13 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.18 | 0.37 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.35 | V/C | | 0.18 | 0.651 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | -0.13 | RTOG | | 0.35 | RTOG | | 0.52 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.15 | RTOR | | 0.13 | RTOR | | 0.13 | |
| RTC | | 0.26 | RTC | | -0.01 | RTC | | 0.44 | RTC | | 0.62 | |
| Addl ICU | | -0.09 | Addl ICU | | 0.01 | Addl ICU | | -0.44 | Addl ICU | | -0.62 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 177 | 102 | 289 | 28 | 64 | 18 | 9 | 1057 | 187 | 94 | 634 | 82 | Volume |
| 0.10 | 0.06 | 0.17 | 0.02 | 0.02 | 0.01 | 0.01 | 0.31 | 0.11 | 0.06 | 0.19 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.10 | | V/C | 0.02 | | V/C | 0.31 | | V/C | 0.06 | | 0.489 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.11 | | RTOG | 0.02 | | RTOG | 0.31 | | RTOG | 0.36 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.18 | | RTOR | 0.10 | | RTOR | 0.06 | | |
| RTC | 0.15 | | RTC | 0.15 | | RTC | 0.39 | | RTC | 0.41 | | |
| Addl ICU | 0.02 | | Addl ICU | -0.14 | | Addl ICU | -0.28 | | Addl ICU | -0.36 | | |
| | 0.02 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.56 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 334 | 1366 | 850 | 378 | 1322 | Total Saturation |
| 53 | 389 | 1 | 59 | 238 | 78 | 114 | 31 | 127 | 2 | 22 | 77 | Volume |
| 0.06 | 0.23 | 0.00 | 0.07 | 0.14 | 0.09 | 0.13 | 0.09 | 0.09 | 0.00 | 0.06 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.23 | V/C | | 0.07 | V/C | | 0.13 | V/C | | 0.06 | 0.491 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.24 | RTOG | | 0.19 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.13 | RTOR | | 0.16 | RTOR | | 0.07 | |
| RTC | | 0.30 | RTC | | 0.34 | RTC | | 0.31 | RTC | | 0.11 | |
| Addl ICU | | -0.30 | Addl ICU | | -0.24 | Addl ICU | | -0.22 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.54 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 239 | 254 | 115 | 139 | 121 | 297 | 419 | 1765 | 177 | 108 | 2418 | 274 | Volume |
| 0.07 | 0.07 | 0.07 | 0.08 | 0.04 | 0.00 | 0.12 | 0.35 | 0.10 | 0.03 | 0.47 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.07 | | V/C | 0.08 | | V/C | 0.12 | | V/C | 0.47 | | 0.754 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.07 | | RTOG | 0.09 | | RTOG | 0.57 | | RTOG | 0.47 | | Right Turn Adjustment |
| RTOR | 0.25 | | RTOR | 0.12 | | RTOR | 0.12 | | RTOR | 0.08 | | |
| RTC | 0.26 | | RTC | 0.18 | | RTC | 0.66 | | RTC | 0.54 | | |
| Addl ICU | -0.20 | | Addl ICU | -0.18 | | Addl ICU | -0.55 | | Addl ICU | -0.37 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.80 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3172 | 228 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3064 | 336 | Total Saturation |
| 435 | 431 | 31 | 46 | 304 | 643 | 822 | 536 | 391 | 26 | 484 | 53 | Volume |
| 0.13 | 0.14 | 0.14 | 0.03 | 0.09 | 0.38 | 0.24 | 0.16 | 0.23 | 0.02 | 0.16 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.13 | | V/C | 0.09 | | V/C | 0.24 | | V/C | 0.16 | | 0.617 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.19 | | RTOG | 0.09 | | RTOG | 0.38 | | RTOG | 0.16 | | Right Turn Adjustment |
| RTOR | 0.24 | | RTOR | 0.24 | | RTOR | 0.13 | | RTOR | 0.08 | | |
| RTC | 0.37 | | RTC | 0.27 | | RTC | 0.48 | | RTC | 0.22 | | |
| Addl ICU | -0.24 | | Addl ICU | 0.11 | | Addl ICU | -0.25 | | Addl ICU | -0.06 | | |
| | 0.00 | | | 0.11 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 409 | 0 | 294 | 308 | 1034 | 0 | 0 | 1053 | 435 | Volume |
| 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.17 | 0.18 | 0.30 | 0.00 | 0.00 | 0.31 | 0.26 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.18 | V/C | | 0.31 | 0.611 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.12 | RTOG | | 0.12 | RTOG | | 0.49 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.18 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | 0.02 | RTC | | 0.26 | RTC | | 0.58 | RTC | | 0.40 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.08 | Addl ICU | | -0.58 | Addl ICU | | -0.14 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5082 | 18 | Total Saturation |
| 169 | 0 | 88 | 0 | 0 | 0 | 0 | 2054 | 165 | 96 | 3109 | 11 | Volume |
| 0.10 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.40 | 0.10 | 0.06 | 0.61 | 0.61 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.10 | | V/C | 0.00 | | V/C | 0.00 | | V/C | 0.61 | | 0.711 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.10 | | RTOG | -0.10 | | RTOG | 0.56 | | RTOG | 0.61 | | Right Turn Adjustment |
| RTOR | 0.21 | | RTOR | 0.00 | | RTOR | 0.10 | | RTOR | 0.10 | | |
| RTC | 0.26 | | RTC | -0.10 | | RTC | 0.63 | | RTC | 0.69 | | |
| Addl ICU | -0.20 | | Addl ICU | 0.10 | | Addl ICU | -0.53 | | Addl ICU | -0.07 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 107 | 504 | 126 | 333 | 371 | 289 | 478 | 1095 | 135 | 97 | 700 | 366 | Volume |
| 0.06 | 0.15 | 0.07 | 0.10 | 0.11 | 0.17 | 0.14 | 0.32 | 0.08 | 0.03 | 0.21 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.15 | | V/C | 0.10 | | V/C | 0.32 | | V/C | 0.03 | | 0.597 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.15 | | RTOG | 0.18 | | RTOG | 0.32 | | RTOG | 0.21 | | Right Turn Adjustment |
| RTOR | 0.03 | | RTOR | 0.14 | | RTOR | 0.14 | | RTOR | 0.10 | | |
| RTC | 0.17 | | RTC | 0.29 | | RTC | 0.42 | | RTC | 0.28 | | |
| Addl ICU | -0.10 | | Addl ICU | -0.12 | | Addl ICU | -0.35 | | Addl ICU | -0.07 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.65 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 473 | 423 | 229 | 120 | 444 | 242 | 277 | 1301 | 539 | 205 | 1024 | 101 | Volume |
| 0.14 | 0.12 | 0.13 | 0.07 | 0.13 | 0.14 | 0.08 | 0.26 | 0.00 | 0.06 | 0.20 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.14 | | V/C | 0.13 | | V/C | 0.26 | | V/C | 0.06 | | 0.585 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.20 | | RTOG | 0.13 | | RTOG | 0.26 | | RTOG | 0.23 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.11 | | RTOR | 0.14 | | RTOR | 0.15 | | |
| RTC | 0.24 | | RTC | 0.22 | | RTC | 0.36 | | RTC | 0.34 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.07 | | Addl ICU | -0.36 | | Addl ICU | -0.28 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 0 | 0 | 7652 | 848 | 3400 | 1700 | 3400 | 3400 | 2073 | 1327 | Total Saturation |
| 547 | 3024 | 0 | 0 | 2941 | 326 | 533 | 43 | 785 | 24 | 25 | 16 | Volume |
| 0.16 | 0.44 | 0.00 | 0.00 | 0.38 | 0.38 | 0.16 | 0.03 | 0.23 | 0.01 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.38 | V/C | | 0.16 | V/C | | 0.01 | 0.714 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.55 | RTOG | | 0.38 | RTOG | | 0.16 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.16 | RTOR | | 0.16 | RTOR | | 0.10 | |
| RTC | | 0.65 | RTC | | 0.50 | RTC | | 0.28 | RTC | | 0.09 | |
| Addl ICU | | -0.65 | Addl ICU | | -0.12 | Addl ICU | | -0.05 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 374 | 1326 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 359 | 24 | 85 | 25 | 69 | 109 | 24 | 972 | 312 | 36 | 470 | 4 | Volume |
| 0.11 | 0.06 | 0.06 | 0.01 | 0.04 | 0.06 | 0.01 | 0.29 | 0.18 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.11 | V/C | | 0.04 | V/C | | 0.29 | V/C | | 0.02 | 0.453 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.04 | RTOG | | 0.29 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.17 | RTOR | | 0.11 | RTOR | | 0.08 | |
| RTC | | 0.15 | RTC | | 0.17 | RTC | | 0.37 | RTC | | 0.35 | |
| Addl ICU | | -0.08 | Addl ICU | | -0.10 | Addl ICU | | -0.18 | Addl ICU | | -0.35 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.50 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 61 | 84 | 130 | 290 | 81 | 137 | 140 | 1925 | 59 | 162 | 2600 | 372 | Volume |
| 0.04 | 0.05 | 0.08 | 0.09 | 0.05 | 0.08 | 0.08 | 0.38 | 0.03 | 0.10 | 0.51 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.09 | V/C | | 0.08 | V/C | | 0.51 | 0.727 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.10 | RTOG | | 0.50 | RTOG | | 0.51 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.08 | RTOR | | 0.09 | RTOR | | 0.09 | |
| RTC | | 0.21 | RTC | | 0.16 | RTC | | 0.56 | RTC | | 0.57 | |
| Addl ICU | | -0.13 | Addl ICU | | -0.08 | Addl ICU | | -0.53 | Addl ICU | | -0.35 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2501 | 899 | 1700 | 3272 | 128 | 1700 | 408 | 1292 | 1700 | 1488 | 213 | Total Saturation |
| 59 | 476 | 171 | 3 | 357 | 14 | 10 | 12 | 38 | 96 | 14 | 2 | Volume |
| 0.03 | 0.19 | 0.19 | 0.00 | 0.11 | 0.11 | 0.01 | 0.03 | 0.03 | 0.06 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.19 | V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.06 | 0.278 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.16 | RTOG | | 0.03 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.08 | RTOR | | 0.08 | RTOR | | 0.00 | |
| RTC | | 0.23 | RTC | | 0.21 | RTC | | 0.09 | RTC | | 0.08 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.11 | Addl ICU | | -0.06 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.33 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | Total Saturation |
| 0 | 695 | 248 | 17 | 497 | 20 | 29 | 95 | 30 | 150 | 68 | 44 | Volume |
| 0.00 | 0.41 | 0.29 | 0.02 | 0.29 | 0.02 | 0.03 | 0.06 | 0.04 | 0.18 | 0.04 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.02 | V/C | | 0.06 | V/C | | 0.18 | 0.661 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.43 | RTOG | | 0.06 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.19 | RTOR | | 0.14 | RTOR | | 0.02 | |
| RTC | | 0.54 | RTC | | 0.57 | RTC | | 0.16 | RTC | | 0.21 | |
| Addl ICU | | -0.25 | Addl ICU | | -0.55 | Addl ICU | | -0.12 | Addl ICU | | -0.16 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.71 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3100 | 300 | 1700 | 2964 | 436 | 1700 | 448 | 1252 | 1700 | 944 | 756 | Total Saturation |
| 28 | 609 | 59 | 13 | 544 | 80 | 120 | 24 | 67 | 50 | 10 | 8 | Volume |
| 0.02 | 0.20 | 0.20 | 0.01 | 0.18 | 0.18 | 0.07 | 0.05 | 0.05 | 0.03 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.20 | V/C | | 0.01 | V/C | | 0.05 | V/C | | 0.03 | 0.287 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.19 | RTOG | | 0.05 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.07 | RTOR | | 0.02 | RTOR | | 0.01 | |
| RTC | | 0.22 | RTC | | 0.24 | RTC | | 0.07 | RTC | | 0.02 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.06 | Addl ICU | | -0.02 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.34 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1339 | 361 | 850 | 1664 | 36 | 850 | 1688 | 12 | 850 | 1677 | 23 | Total Saturation |
| 1 | 156 | 42 | 7 | 93 | 2 | 5 | 437 | 3 | 38 | 298 | 4 | Volume |
| 0.00 | 0.12 | 0.12 | 0.01 | 0.06 | 0.06 | 0.01 | 0.26 | 0.26 | 0.04 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.12 | V/C | | 0.01 | V/C | | 0.26 | V/C | | 0.04 | 0.428 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.12 | RTOG | | 0.26 | RTOG | | 0.30 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.13 | RTOR | | 0.07 | RTOR | | 0.01 | |
| RTC | | 0.15 | RTC | | 0.22 | RTC | | 0.31 | RTC | | 0.30 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.16 | Addl ICU | | -0.05 | Addl ICU | | -0.13 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.48 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 84 | 0 | 90 | 0 | 0 | 0 | 0 | 1973 | 55 | 84 | 2717 | 0 | Volume |
| 0.05 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.39 | 0.03 | 0.05 | 0.53 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.53 | 0.582 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | -0.05 | RTOG | | 0.48 | RTOG | | 0.53 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.05 | |
| RTC | | 0.16 | RTC | | -0.05 | RTC | | 0.52 | RTC | | 0.57 | |
| Addl ICU | | -0.11 | Addl ICU | | 0.05 | Addl ICU | | -0.49 | Addl ICU | | -0.57 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 69 | 127 | 0 | 0 | 105 | 24 | 47 | 0 | 96 | 0 | 0 | 0 | Volume |
| 0.04 | 0.07 | 0.00 | 0.00 | 0.06 | 0.01 | 0.03 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.04 | V/C | | 0.06 | V/C | | 0.03 | V/C | | 0.00 | 0.130 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.06 | RTOG | | 0.03 | RTOG | | -0.03 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.04 | RTOR | | 0.03 | |
| RTC | | 0.12 | RTC | | 0.08 | RTC | | 0.06 | RTC | | -0.01 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.07 | Addl ICU | | 0.00 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.18 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 34 | 1666 | 0 | 0 | 1501 | 199 | Total Saturation |
| 0 | 0 | 0 | 26 | 0 | 44 | 9 | 440 | 0 | 0 | 279 | 37 | Volume |
| 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.05 | 0.26 | 0.26 | 0.00 | 0.00 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.26 | V/C | | 0.19 | 0.481 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.03 | RTOG | | 0.03 | RTOG | | 0.45 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.26 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.11 | RTC | | 0.23 | RTC | | 0.47 | RTC | | 0.21 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.18 | Addl ICU | | -0.47 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.53 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1695 | 5 | Total Saturation |
| 0 | 0 | 0 | 4 | 0 | 1 | 24 | 411 | 0 | 0 | 323 | 1 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.24 | 0.00 | 0.00 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.24 | V/C | | 0.00 | 0.246 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.24 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.04 | RTC | | 0.25 | RTC | | 0.23 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.04 | Addl ICU | | -0.25 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.30 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 59 | 16 | 47 | 65 | 19 | 81 | 90 | 2197 | 58 | 93 | 3072 | 96 | Volume |
| 0.03 | 0.01 | 0.03 | 0.04 | 0.01 | 0.05 | 0.05 | 0.43 | 0.03 | 0.05 | 0.60 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.01 | V/C | | 0.04 | V/C | | 0.05 | V/C | | 0.60 | 0.703 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.01 | RTOG | | 0.60 | RTOG | | 0.60 | Right Turn Adjustment |
| RTOR | | 0.22 | RTOR | | 0.05 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.18 | RTC | | 0.05 | RTC | | 0.63 | RTC | | 0.63 | |
| Addl ICU | | -0.15 | Addl ICU | | -0.01 | Addl ICU | | -0.59 | Addl ICU | | -0.57 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.75 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1616 | 84 | 1700 | 1561 | 139 | 1700 | 1588 | 112 | 1700 | 1485 | 215 | Total Saturation |
| 39 | 135 | 7 | 32 | 157 | 14 | 4 | 383 | 27 | 3 | 270 | 39 | Volume |
| 0.02 | 0.08 | 0.08 | 0.02 | 0.10 | 0.10 | 0.00 | 0.24 | 0.24 | 0.00 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.10 | V/C | | 0.24 | V/C | | 0.00 | 0.366 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.10 | RTOG | | 0.24 | RTOG | | 0.24 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.02 | RTOR | | 0.04 | |
| RTC | | 0.11 | RTC | | 0.15 | RTC | | 0.26 | RTC | | 0.27 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.05 | Addl ICU | | -0.02 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.42 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1384 | 316 | 1700 | 1700 | 1700 | 1700 | 3115 | 285 | 1700 | 3400 | 1700 | Total Saturation |
| 60 | 57 | 13 | 60 | 53 | 279 | 468 | 971 | 89 | 19 | 1029 | 113 | Volume |
| 0.04 | 0.04 | 0.04 | 0.04 | 0.03 | 0.16 | 0.28 | 0.31 | 0.31 | 0.01 | 0.30 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.04 | V/C | | 0.28 | V/C | | 0.30 | 0.654 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.04 | RTOG | | 0.57 | RTOG | | 0.30 | Right Turn Adjustment |
| RTOR | | 0.27 | RTOR | | 0.28 | RTOR | | 0.05 | RTOR | | 0.04 | |
| RTC | | 0.24 | RTC | | 0.25 | RTC | | 0.60 | RTC | | 0.33 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.08 | Addl ICU | | -0.29 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 1) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 685 | 1015 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 68 | 45 | 161 | 70 | 27 | 40 | 66 | 2010 | 151 | 204 | 2997 | 178 | Volume |
| 0.04 | 0.03 | 0.09 | 0.04 | 0.04 | 0.04 | 0.04 | 0.39 | 0.09 | 0.06 | 0.59 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.03 | V/C | | 0.04 | V/C | | 0.04 | V/C | | 0.59 | 0.694 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.03 | RTOG | | 0.57 | RTOG | | 0.59 | Right Turn Adjustment |
| RTOR | | 0.23 | RTOR | | 0.04 | RTOR | | 0.03 | RTOR | | 0.04 | |
| RTC | | 0.20 | RTC | | 0.06 | RTC | | 0.59 | RTC | | 0.62 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.02 | Addl ICU | | -0.50 | Addl ICU | | -0.51 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.74 | | | | | | | | | | | | |

INTERSECTION ANALYSIS WORKSHEETS

**YEAR 2035 – WITH STADIUM
2012 MODIFIED PROJECT OPTION 2
PM PEAK HOUR**

IUSD High School #5 TIA
Year 2035 With Stadium
2012 Modified Project Option 2

Impact Analysis Report
Level Of Service

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|------|-------------|---------|--------|-------------|---------|--------------|
| | LOS | Del/ Veh | V/ C | LOS | Del/ Veh | V/ C | |
| # 1 "B" St & Driveway 1 | A | 9.6 | 0.004 | A | 9.6 | 0.004 | + 0.000 D/V |
| # 2 "B" St & Driveway 2 | A | 9.9 | 0.037 | A | 9.9 | 0.037 | + 0.000 D/V |
| # 3 Driveway 3 & "LQ" St | A | 9.9 | 0.023 | A | 9.9 | 0.023 | + 0.000 D/V |
| # 4 Driveway 4 & "LQ" St | B | 14.7 | 0.033 | B | 14.7 | 0.033 | + 0.000 D/V |
| # 5 "LQ" St & Driveway 5 | A | 10.0 | 0.035 | A | 10.0 | 0.035 | + 0.000 D/V |
| # 6 "LQ" St & Driveway 6 | C | 15.6 | 0.108 | C | 15.6 | 0.108 | + 0.000 D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 D/V |
| #282 Jeffrey Rd & Portola Pkwy | B | xxxxxx | 0.657 | B | xxxxxx | 0.657 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxxx | 0.919 | E | xxxxxx | 0.919 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | C | xxxxxx | 0.760 | C | xxxxxx | 0.760 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | D | xxxxxx | 0.882 | D | xxxxxx | 0.882 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | A | xxxxxx | 0.598 | A | xxxxxx | 0.598 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | C | xxxxxx | 0.792 | C | xxxxxx | 0.792 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | E | xxxxxx | 0.915 | E | xxxxxx | 0.915 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | C | 33.3 | 0.963 | C | 33.3 | 0.963 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 18.8 | 0.867 | B | 18.8 | 0.867 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxxx | 1.147 | F | xxxxxx | 1.147 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | A | 8.5 | 0.601 | A | 8.5 | 0.601 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 12.8 | 0.804 | B | 12.8 | 0.804 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | F | xxxxxx | 1.013 | F | xxxxxx | 1.013 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | C | xxxxxx | 0.700 | C | xxxxxx | 0.700 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx | 0.596 | A | xxxxxx | 0.596 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | D | xxxxxx | 0.803 | D | xxxxxx | 0.803 | + 0.000 V/C |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|-------------|-----------|-------|-------------|-----------|-------|--------------|
| | Del/ LOS | V/ Veh | C | Del/ LOS | V/ Veh | C | |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | A | 6.7 | 0.616 | A | 6.7 | 0.616 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 24.8 | 0.901 | C | 24.8 | 0.901 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | E | xxxxx | 0.932 | E | xxxxx | 0.932 | + 0.000 V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 13.6 | 0.544 | B | 13.6 | 0.544 | + 0.000 D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | C | 20.6 | 0.602 | C | 20.6 | 0.602 | + 0.000 D/V |
| #556 Ridge Valley & Portola Pkwy | C | xxxxx | 0.718 | C | xxxxx | 0.718 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 2.8 | 0.261 | A | 2.8 | 0.261 | + 0.000 V/C |
| #558 "O" St & Irvine Blvd | D | xxxxx | 0.838 | D | xxxxx | 0.838 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | C | xxxxx | 0.709 | C | xxxxx | 0.709 | + 0.000 V/C |
| #560 "O" St & Marine Wy | C | xxxxx | 0.721 | C | xxxxx | 0.721 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | C | xxxxx | 0.759 | C | xxxxx | 0.759 | + 0.000 V/C |
| #566 Marine Wy & Barranca Pkwy | B | xxxxx | 0.652 | B | xxxxx | 0.652 | + 0.000 V/C |
| #567 Marine Wy & Alton Pkwy | B | xxxxx | 0.645 | B | xxxxx | 0.645 | + 0.000 V/C |
| #569 Bake Pkwy & Marine Wy | D | xxxxx | 0.833 | D | xxxxx | 0.833 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | A | xxxxx | 0.524 | A | xxxxx | 0.524 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | D | xxxxx | 0.814 | D | xxxxx | 0.814 | + 0.000 V/C |
| #603 "O" St & "LN" St | A | xxxxx | 0.324 | A | xxxxx | 0.324 | + 0.000 V/C |
| #605 "O" St & "LQ" St | A | 3.1 | 0.421 | A | 3.1 | 0.421 | + 0.000 V/C |
| #608 "O" St & "LV" St | A | xxxxx | 0.370 | A | xxxxx | 0.370 | + 0.000 V/C |
| #626 "LY" St & "LQ" St | A | 4.8 | 0.388 | A | 4.8 | 0.388 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | B | xxxxx | 0.631 | B | xxxxx | 0.631 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A | 10.0 | 0.103 | A | 10.0 | 0.103 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A | 4.5 | 0.384 | A | 4.5 | 0.384 | + 0.000 V/C |
| #787 "Z" St & "LQ" St | B | 14.4 | 0.025 | B | 14.4 | 0.025 | + 0.000 D/V |
| #790 "Z" St & Irvine Blvd | C | xxxxx | 0.791 | C | xxxxx | 0.791 | + 0.000 V/C |

IUSD High School #5 TIA
Year 2035 With Stadium
2012 Modified Project Option 2

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #798 "B" St & "LQ" St | A | xxxxx 0.418 | A | xxxxx 0.418 | + 0.000 V/C |
| #799 "B" St & Marine Wy | D | xxxxx 0.827 | D | xxxxx 0.827 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D | xxxxx 0.812 | D | xxxxx 0.812 | + 0.000 V/C |

IUSD High School #5 TIA
Year 2035 With Stadium
2012 Modified Project Option 2

Signal Warrant Summary Report

| Intersection | Base Met | Future Met |
|---------------------------|-------------|-------------|
| | [Del / Vol] | [Del / Vol] |
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 259 | 4 | 0 | 259 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 9.6 | | | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=3]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=525]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|---|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 259 | | 4 | | 0 | 259 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Major Street Volume: | | | | | 522 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 3 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 393 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 159 | 7 | 53 | 231 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 21 | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 9.9 | | | | | | | | |

 Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=27]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=477]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|----|-----|------------|---|---|------------|---|---|---|---|----|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 159 | 7 | | 53 | 231 | 0 | | 0 | 0 | 0 | 0 | 6 | 0 | 21 | | | |
| Major Street Volume: | | | | | | | 450 | | | | | | | | | | | |
| Minor Approach Volume: | | | | | | | 27 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 560 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|----|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 17 | 14 | 400 | 0 | 0 | 0 | 0 | 291 | 7 | 7 | 7 |
| ApproachDel: | xxxxxx | | | | 9.9 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=17]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=729]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|----|-----|---|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 14 | 400 | 0 | 0 | 0 | 0 | 0 | 291 | 7 | 0 | 0 |
| Major Street Volume: | | | | | 712 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 17 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 402 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|-------------|----|---|-------------|---|---|--------------|-----|---|--------------|-----|----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 4 | 11 | 7 | 4 | 3 | 4 | 21 | 391 | 1 | 4 | 295 | 14 | | | | | | |
| ApproachDel: | 14.7 | | | 14.1 | | | xxxxxx | | | xxxxxx | | | | | | | | |

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=22]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=759]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=11]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=759]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|----------------------------------|-------------|----|---|-------------|---|---|--------------|-----|---|--------------|-----|----|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 4 | 11 | 7 | 4 | 3 | 4 | 21 | 391 | 1 | 4 | 295 | 14 | | | |
| Major Street Volume: | 726 | | | | | | | | | | | | | | |
| Minor Approach Volume: | 22 | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 395 | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|----|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 392 | 0 | 0 | 297 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 10.0 | | | xxxxxx | | | | | | | | |

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=26]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=715]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|---|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | | L | T | R | | L | T | R | | L | T | R | | | | | |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 392 | 0 | 0 | 0 | 0 | 297 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Major Street Volume: | | | | | | | | | | | | | 689 | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | | | 26 | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | | | 319 | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|-----|---|--------------|-----|----|------------|---|----|------------|----|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| FinalVolume: | 39 | 293 | 1 | 0 | 289 | 35 | 37 | 7 | 14 | 4 | 18 | 0 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 15.0 | | | 15.6 | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=58]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=737]

FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=22]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=737]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|----|------------|---|----|------------|----|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| FinalVolume: | 39 | 293 | 1 | 0 | 289 | 35 | 37 | 7 | 14 | 4 | 18 | 0 | | | | | | | |
| Major Street Volume: | 657 | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 58 | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 555 | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 275 | 0 | 0 | 299 | 130 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|-----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 275 | 0 | 0 | 0 | 0 | 299 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | | | | | 704 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 0 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 406 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|----|------------|---|----|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 68 | 177 | 0 | 0 | 135 | 16 | 31 | 0 | 95 | 0 | 0 | 0 | | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 10.0 | | | xxxxxx | | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=126]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=522]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|---|---|-----|------------|----|-----|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 68 | | 177 | | 0 | 0 | | 135 | | 16 | 31 | | 0 | | 95 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | | | | | | | 396 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 126 | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | 772 | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|----|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 31 | 415 | 0 | 0 | 0 | 0 | 324 | 1 | 1 | 1 |
| ApproachDel: | xxxxxx | | | | 14.4 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=5]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=776]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 31 | 415 | 0 | 0 | 0 | 0 | 324 | 1 | 1 | 1 |
| Major Street Volume: | | | | | 771 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 5 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 374 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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IUSD High School #5 TIA
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.6]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0-1).

Volume Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Critical Gap, FollowUpTime.

Capacity Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Conflict Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for 2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: A[9.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustments for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time values.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, move capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing level of service metrics like 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.9]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns for movements (L, T, R). Rows include Control, Rights, and Lanes.

Volume Module table with 13 columns representing different volume components and 4 columns for approaches. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 13 columns for gap components and 4 columns for approaches. Rows include Critical Gp and FollowUpTim.

Capacity Module table with 13 columns for capacity components and 4 columns for approaches. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 13 columns for LOS components and 4 columns for approaches. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[14.7]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume).

Critical Gap Module: Table with 12 columns for critical gap and follow-up time components.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap.).

Level of Service Module: Table with 12 columns for level of service components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS).

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[10.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 1 0 0).

Volume Module: Table with 12 columns for volume adjustments (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 rows for North, South, East, and West bounds.

Critical Gap Module: Table with 12 columns for gap metrics and 2 rows for Critical Gap and FollowUpTime.

Capacity Module: Table with 12 columns for capacity metrics and 4 rows for Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns for LOS metrics and 6 rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: C[15.6]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 0 1 0).

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 12 rows for different approaches.

Critical Gap Module: Table with 12 columns for critical gap and follow-up time components and 2 rows for different approaches.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) and 2 rows for different approaches.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 2 rows for different approaches.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module table with 12 columns representing critical gap and follow-up time components.

Capacity Module table with 12 columns representing capacity components like Conflict Vol, Potent Cap., etc.

Level of Service Module table with 12 columns representing LOS components like 2Way95thQ, Control Del, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.657
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 740 | 31 | 74 | 128 | 67 | 41 | 131 | 1221 | 437 | 315 | 868 | 31 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 740 | 31 | 74 | 128 | 67 | 41 | 131 | 1221 | 437 | 315 | 868 | 31 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 740 | 31 | 0 | 128 | 67 | 41 | 131 | 1221 | 437 | 315 | 868 | 31 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 740 | 31 | 0 | 128 | 67 | 41 | 131 | 1221 | 437 | 315 | 868 | 31 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 740 | 31 | 0 | 128 | 67 | 41 | 131 | 1221 | 437 | 315 | 868 | 31 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.90 | 0.10 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 4924 | 176 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.22 | 0.02 | 0.00 | 0.08 | 0.04 | 0.02 | 0.08 | 0.24 | 0.26 | 0.09 | 0.18 | 0.18 |
| Crit Moves: | **** | | | **** | | | **** | **** | **** | **** | **** | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.760
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | |
| Rights: | Include | | | Include | | | Include | | | WideBypass | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 391 | 1290 | 428 | 71 | 700 | 254 | 258 | 265 | 255 | 223 | 239 | 102 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 391 | 1290 | 428 | 71 | 700 | 254 | 258 | 265 | 255 | 223 | 239 | 102 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 391 | 1290 | 428 | 71 | 700 | 254 | 258 | 265 | 255 | 223 | 239 | 102 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 391 | 1290 | 428 | 71 | 700 | 254 | 258 | 265 | 255 | 223 | 239 | 102 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 391 | 1290 | 428 | 71 | 700 | 254 | 258 | 265 | 255 | 223 | 239 | 102 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.25 | 0.75 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.70 | 0.30 |
| Final Sat.: | 3400 | 3829 | 1271 | 3400 | 5100 | 1700 | 1700 | 1700 | 1700 | 3400 | 1191 | 509 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.12 | 0.34 | 0.34 | 0.02 | 0.14 | 0.15 | 0.15 | 0.16 | 0.15 | 0.07 | 0.20 | 0.20 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.882
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 77 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 240 | 1949 | 506 | 101 | 956 | 156 | 396 | 724 | 166 | 255 | 696 | 276 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 240 | 1949 | 506 | 101 | 956 | 156 | 396 | 724 | 166 | 255 | 696 | 276 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 240 | 1949 | 506 | 101 | 956 | 156 | 396 | 724 | 166 | 255 | 696 | 276 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 240 | 1949 | 506 | 101 | 956 | 156 | 396 | 724 | 166 | 255 | 696 | 276 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 240 | 1949 | 506 | 101 | 956 | 156 | 396 | 724 | 166 | 255 | 696 | 276 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.38 | 0.62 | 2.00 | 4.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 4049 | 1051 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.48 | 0.48 | 0.03 | 0.14 | 0.09 | 0.12 | 0.21 | 0.10 | 0.08 | 0.20 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.598
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 805 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 285 | 247 | 726 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 805 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 285 | 247 | 726 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 805 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 0 | 247 | 726 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 805 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 0 | 247 | 726 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 805 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 0 | 247 | 726 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.24 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.07 | 0.21 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

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 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.792 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 50 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 529 | 873 | 565 | 121 | 485 | 200 | 196 | 1324 | 189 | 465 | 1969 | 514 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 529 | 873 | 565 | 121 | 485 | 200 | 196 | 1324 | 189 | 465 | 1969 | 514 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 529 | 873 | 565 | 121 | 485 | 200 | 196 | 1324 | 189 | 465 | 1969 | 514 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 529 | 873 | 565 | 121 | 485 | 200 | 196 | 1324 | 189 | 465 | 1969 | 514 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 529 | 873 | 565 | 121 | 485 | 200 | 196 | 1324 | 189 | 465 | 1969 | 514 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.16 | 0.17 | 0.17 | 0.04 | 0.14 | 0.12 | 0.06 | 0.19 | 0.11 | 0.14 | 0.39 | 0.30 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.915
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 96 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 716 | 2135 | 468 | 387 | 759 | 163 | 229 | 631 | 251 | 413 | 516 | 451 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 716 | 2135 | 468 | 387 | 759 | 163 | 229 | 631 | 251 | 413 | 516 | 451 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 716 | 2135 | 0 | 387 | 759 | 163 | 229 | 631 | 0 | 413 | 516 | 451 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 716 | 2135 | 0 | 387 | 759 | 163 | 229 | 631 | 0 | 413 | 516 | 451 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 716 | 2135 | 0 | 387 | 759 | 163 | 229 | 631 | 0 | 413 | 516 | 451 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.21 | 0.42 | 0.00 | 0.11 | 0.15 | 0.10 | 0.07 | 0.12 | 0.00 | 0.12 | 0.15 | 0.27 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Stadium
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.963
Loss Time (sec): 0 Average Delay (sec/veh): 33.3
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 With Stadium
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 0 Average Delay (sec/veh): 18.8
Optimal Cycle: 171 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.147
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 215 | 1721 | 144 | 637 | 1112 | 210 | 344 | 276 | 92 | 201 | 92 | 1600 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 215 | 1721 | 144 | 637 | 1112 | 210 | 344 | 276 | 92 | 201 | 92 | 1600 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 215 | 1721 | 144 | 637 | 1112 | 210 | 344 | 276 | 92 | 201 | 92 | 1600 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 215 | 1721 | 144 | 637 | 1112 | 210 | 344 | 276 | 92 | 201 | 92 | 1600 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 215 | 1721 | 144 | 637 | 1112 | 210 | 344 | 276 | 92 | 201 | 92 | 1600 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.52 | 0.48 | 2.00 | 0.75 | 0.25 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4290 | 810 | 3400 | 1275 | 425 | 3400 | 1700 | 3400 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.34 | 0.08 | 0.19 | 0.26 | 0.26 | 0.10 | 0.22 | 0.22 | 0.06 | 0.05 | 0.47 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Stadium
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 0 Average Delay (sec/veh): 8.5
Optimal Cycle: 57 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Year 2035 With Stadium
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 0 Average Delay (sec/veh): 12.8
Optimal Cycle: 117 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.013
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 708 | 1361 | 209 | 292 | 711 | 1002 | 851 | 1149 | 329 | 150 | 1912 | 409 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 708 | 1361 | 209 | 292 | 711 | 1002 | 851 | 1149 | 329 | 150 | 1912 | 409 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 708 | 1361 | 0 | 292 | 711 | 0 | 851 | 1149 | 329 | 150 | 1912 | 409 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 708 | 1361 | 0 | 292 | 711 | 0 | 851 | 1149 | 329 | 150 | 1912 | 409 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 708 | 1361 | 0 | 292 | 711 | 0 | 851 | 1149 | 329 | 150 | 1912 | 409 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.13 | 2.87 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3617 | 4883 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.21 | 0.27 | 0.00 | 0.09 | 0.14 | 0.00 | 0.24 | 0.24 | 0.19 | 0.04 | 0.37 | 0.24 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 37 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 104 | 2120 | 335 | 53 | 1035 | 50 | 34 | 65 | 145 | 136 | 72 | 124 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 104 | 2120 | 335 | 53 | 1035 | 50 | 34 | 65 | 145 | 136 | 72 | 124 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 104 | 2120 | 0 | 53 | 1035 | 50 | 34 | 65 | 145 | 136 | 72 | 124 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 104 | 2120 | 0 | 53 | 1035 | 50 | 34 | 65 | 145 | 136 | 72 | 124 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 104 | 2120 | 0 | 53 | 1035 | 50 | 34 | 65 | 145 | 136 | 72 | 124 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.86 | 0.14 | 1.00 | 0.31 | 0.69 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 4865 | 235 | 1700 | 526 | 1174 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.42 | 0.00 | 0.03 | 0.21 | 0.21 | 0.02 | 0.12 | 0.12 | 0.08 | 0.04 | 0.07 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.596 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 29 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 20 | 2115 | 366 | 75 | 1612 | 8 | 44 | 24 | 138 | 325 | 14 | 135 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 2115 | 366 | 75 | 1612 | 8 | 44 | 24 | 138 | 325 | 14 | 135 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 2115 | 0 | 75 | 1612 | 8 | 44 | 24 | 0 | 325 | 14 | 135 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 2115 | 0 | 75 | 1612 | 8 | 44 | 24 | 0 | 325 | 14 | 135 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 20 | 2115 | 0 | 75 | 1612 | 8 | 44 | 24 | 0 | 325 | 14 | 135 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.99 | 0.01 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5075 | 25 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.41 | 0.00 | 0.02 | 0.32 | 0.32 | 0.03 | 0.01 | 0.00 | 0.10 | 0.01 | 0.08 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Stadium
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Year 2035 With Stadium
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 0 Average Delay (sec/veh): 6.7
Optimal Cycle: 59 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.901
Loss Time (sec): 0 Average Delay (sec/veh): 24.8
Optimal Cycle: 180 Level Of Service: C

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.932
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 110 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 10 | 3593 | 98 | 115 | 1869 | 11 | 46 | 3 | 26 | 53 | 1 | 108 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 3593 | 98 | 115 | 1869 | 11 | 46 | 3 | 26 | 53 | 1 | 108 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 10 | 3593 | 98 | 115 | 1869 | 11 | 46 | 3 | 26 | 53 | 1 | 108 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 10 | 3593 | 98 | 115 | 1869 | 11 | 46 | 3 | 26 | 53 | 1 | 108 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 10 | 3593 | 98 | 115 | 1869 | 11 | 46 | 3 | 26 | 53 | 1 | 108 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.92 | 0.08 | 1.00 | 3.00 | 1.00 | 1.00 | 0.10 | 0.90 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 4965 | 135 | 1700 | 5100 | 1700 | 1700 | 176 | 1524 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.72 | 0.72 | 0.07 | 0.37 | 0.01 | 0.03 | 0.02 | 0.02 | 0.03 | 0.00 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Stadium
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 0 Average Delay (sec/veh): 13.6
Optimal Cycle: 50 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
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2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 0 Average Delay (sec/veh): 20.6
Optimal Cycle: 57 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.718 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 39 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | WideBypass | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 177 | 102 | 289 | 28 | 64 | 18 | 9 | 1057 | 187 | 94 | 634 | 82 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 177 | 102 | 289 | 28 | 64 | 18 | 9 | 1057 | 187 | 94 | 634 | 82 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 177 | 102 | 289 | 28 | 64 | 18 | 9 | 1057 | 187 | 94 | 634 | 82 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 177 | 102 | 289 | 28 | 64 | 18 | 9 | 1057 | 187 | 94 | 634 | 82 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 177 | 102 | 289 | 28 | 64 | 18 | 9 | 1057 | 187 | 94 | 634 | 82 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.26 | 0.74 | 1.00 | 1.56 | 0.44 | 1.00 | 1.70 | 0.30 | 1.00 | 1.77 | 0.23 |
| Final Sat.: | 1700 | 443 | 1257 | 1700 | 2654 | 746 | 1700 | 2889 | 511 | 1700 | 3011 | 389 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.23 | 0.23 | 0.02 | 0.02 | 0.02 | 0.01 | 0.37 | 0.37 | 0.06 | 0.21 | 0.21 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 53 | 346 | 1 | 75 | 218 | 76 | 113 | 31 | 127 | 4 | 23 | 104 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 53 | 346 | 1 | 75 | 218 | 76 | 113 | 31 | 127 | 4 | 23 | 104 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 53 | 346 | 1 | 75 | 218 | 76 | 113 | 31 | 127 | 4 | 23 | 104 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 53 | 346 | 1 | 75 | 218 | 76 | 113 | 31 | 127 | 4 | 23 | 104 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 53 | 346 | 1 | 75 | 218 | 76 | 113 | 31 | 127 | 4 | 23 | 104 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|---|----|-----|----|-----|----|-----|---|----|-----|
| AutoPCE: | 53 | 346 | 1 | 75 | 218 | 76 | 113 | 31 | 127 | 4 | 23 | 104 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 53 | 346 | 1 | 75 | 218 | 76 | 113 | 31 | 127 | 4 | 23 | 104 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 219 | 80 | 297 | 512 |
| MaxVolume: | 2266 | 2366 | 1040 | 924 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2266 | 2366 | 1040 | 924 |
| ApproachVol: | 400 | 369 | 271 | 131 |
| ApproachV/C: | 0.18 | 0.16 | 0.26 | 0.14 |
| ApproachDel: | 1.9 | 1.8 | 4.7 | 4.5 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.6 | 0.6 | 1.0 | 0.5 |

 IUSD High School #5 TIA
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 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.838 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 61 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | |
| Rights: | WideBypass | | | Ignore | | | Include | | | Include | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 234 | 250 | 113 | 141 | 116 | 290 | 421 | 1766 | 173 | 106 | 2418 | 275 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 234 | 250 | 113 | 141 | 116 | 290 | 421 | 1766 | 173 | 106 | 2418 | 275 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 234 | 250 | 113 | 141 | 116 | 0 | 421 | 1766 | 173 | 106 | 2418 | 275 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 234 | 250 | 113 | 141 | 116 | 0 | 421 | 1766 | 173 | 106 | 2418 | 275 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 234 | 250 | 113 | 141 | 116 | 0 | 421 | 1766 | 173 | 106 | 2418 | 275 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.38 | 0.62 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 2342 | 1058 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.11 | 0.11 | 0.08 | 0.03 | 0.00 | 0.12 | 0.35 | 0.10 | 0.03 | 0.47 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 416 | 0 | 306 | 310 | 1031 | 0 | 0 | 1051 | 433 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 416 | 0 | 306 | 310 | 1031 | 0 | 0 | 1051 | 433 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 416 | 0 | 306 | 310 | 1031 | 0 | 0 | 1051 | 433 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 416 | 0 | 306 | 310 | 1031 | 0 | 0 | 1051 | 433 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 416 | 0 | 306 | 310 | 1031 | 0 | 0 | 1051 | 433 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.18 | 0.18 | 0.30 | 0.00 | 0.00 | 0.31 | 0.25 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.759
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 168 | 0 | 89 | 0 | 0 | 0 | 0 | 2059 | 164 | 97 | 3103 | 11 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 168 | 0 | 89 | 0 | 0 | 0 | 0 | 2059 | 164 | 97 | 3103 | 11 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 168 | 0 | 89 | 0 | 0 | 0 | 0 | 2059 | 164 | 97 | 3103 | 11 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 168 | 0 | 89 | 0 | 0 | 0 | 0 | 2059 | 164 | 97 | 3103 | 11 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 168 | 0 | 89 | 0 | 0 | 0 | 0 | 2059 | 164 | 97 | 3103 | 11 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.99 | 0.01 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5082 | 18 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.40 | 0.10 | 0.06 | 0.61 | 0.61 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |

 IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.652 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 33 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 1 | 1 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 107 | 504 | 126 | 333 | 372 | 289 | 478 | 1095 | 135 | 97 | 700 | 366 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 107 | 504 | 126 | 333 | 372 | 289 | 478 | 1095 | 135 | 97 | 700 | 366 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 107 | 504 | 126 | 333 | 372 | 289 | 478 | 1095 | 135 | 97 | 700 | 366 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 107 | 504 | 126 | 333 | 372 | 289 | 478 | 1095 | 135 | 97 | 700 | 366 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 107 | 504 | 126 | 333 | 372 | 289 | 478 | 1095 | 135 | 97 | 700 | 366 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.15 | 0.07 | 0.10 | 0.11 | 0.17 | 0.14 | 0.32 | 0.08 | 0.03 | 0.21 | 0.22 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.645 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 32 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 464 | 431 | 229 | 122 | 444 | 241 | 276 | 1307 | 534 | 207 | 1031 | 103 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 464 | 431 | 229 | 122 | 444 | 241 | 276 | 1307 | 534 | 207 | 1031 | 103 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 464 | 431 | 229 | 122 | 444 | 241 | 276 | 1307 | 0 | 207 | 1031 | 103 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 464 | 431 | 229 | 122 | 444 | 241 | 276 | 1307 | 0 | 207 | 1031 | 103 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 464 | 431 | 229 | 122 | 444 | 241 | 276 | 1307 | 0 | 207 | 1031 | 103 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.14 | 0.13 | 0.13 | 0.07 | 0.13 | 0.14 | 0.08 | 0.26 | 0.00 | 0.06 | 0.20 | 0.06 |
| Crit Moves: | **** | | | | | **** | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.833
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 60 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 546 | 3013 | 0 | 0 | 2940 | 327 | 533 | 43 | 786 | 24 | 25 | 16 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 546 | 3013 | 0 | 0 | 2940 | 327 | 533 | 43 | 786 | 24 | 25 | 16 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 546 | 3013 | 0 | 0 | 2940 | 327 | 533 | 43 | 786 | 24 | 25 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 546 | 3013 | 0 | 0 | 2940 | 327 | 533 | 43 | 786 | 24 | 25 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 546 | 3013 | 0 | 0 | 2940 | 327 | 533 | 43 | 786 | 24 | 25 | 16 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 4.00 | 1.00 | 1.00 | 4.50 | 0.50 | 2.00 | 1.00 | 2.00 | 2.00 | 1.22 | 0.78 |
| Final Sat.: | 3400 | 6800 | 1700 | 1700 | 7649 | 851 | 3400 | 1700 | 3400 | 3400 | 2073 | 1327 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.16 | 0.44 | 0.00 | 0.00 | 0.38 | 0.38 | 0.16 | 0.03 | 0.23 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.524
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 353 | 23 | 83 | 25 | 70 | 110 | 24 | 968 | 310 | 36 | 472 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 353 | 23 | 83 | 25 | 70 | 110 | 24 | 968 | 310 | 36 | 472 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 353 | 23 | 83 | 25 | 70 | 110 | 24 | 968 | 310 | 36 | 472 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 353 | 23 | 83 | 25 | 70 | 110 | 24 | 968 | 310 | 36 | 472 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 353 | 23 | 83 | 25 | 70 | 110 | 24 | 968 | 310 | 36 | 472 | 4 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.22 | 0.78 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.98 | 0.02 |
| Final Sat.: | 3400 | 369 | 1331 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3371 | 29 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.06 | 0.06 | 0.01 | 0.04 | 0.06 | 0.01 | 0.28 | 0.18 | 0.02 | 0.14 | 0.14 |
| Crit Moves: | **** | | | | | **** | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 55 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 66 | 88 | 132 | 284 | 82 | 141 | 141 | 1918 | 60 | 159 | 2604 | 367 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 66 | 88 | 132 | 284 | 82 | 141 | 141 | 1918 | 60 | 159 | 2604 | 367 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 66 | 88 | 132 | 284 | 82 | 141 | 141 | 1918 | 60 | 159 | 2604 | 367 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 66 | 88 | 132 | 284 | 82 | 141 | 141 | 1918 | 60 | 159 | 2604 | 367 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 66 | 88 | 132 | 284 | 82 | 141 | 141 | 1918 | 60 | 159 | 2604 | 367 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.37 | 0.63 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 625 | 1075 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.05 | 0.08 | 0.08 | 0.13 | 0.13 | 0.08 | 0.38 | 0.04 | 0.09 | 0.51 | 0.22 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.324
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 18 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 56 | 430 | 200 | 3 | 336 | 14 | 10 | 14 | 37 | 96 | 16 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 56 | 430 | 200 | 3 | 336 | 14 | 10 | 14 | 37 | 96 | 16 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 56 | 430 | 200 | 3 | 336 | 14 | 10 | 14 | 37 | 96 | 16 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 56 | 430 | 200 | 3 | 336 | 14 | 10 | 14 | 37 | 96 | 16 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 56 | 430 | 200 | 3 | 336 | 14 | 10 | 14 | 37 | 96 | 16 | 2 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.37 | 0.63 | 1.00 | 1.92 | 0.08 | 1.00 | 0.27 | 0.73 | 1.00 | 0.89 | 0.11 |
| Final Sat.: | 1700 | 2321 | 1079 | 1700 | 3264 | 136 | 1700 | 467 | 1233 | 1700 | 1511 | 189 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.19 | 0.19 | 0.00 | 0.10 | 0.10 | 0.01 | 0.03 | 0.03 | 0.06 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.1 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 719 | 263 | 1 | 491 | 22 | 29 | 100 | 28 | 162 | 54 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 719 | 263 | 1 | 491 | 22 | 29 | 100 | 28 | 162 | 54 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 719 | 263 | 1 | 491 | 22 | 29 | 100 | 28 | 162 | 54 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 719 | 263 | 1 | 491 | 22 | 29 | 100 | 28 | 162 | 54 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 719 | 263 | 1 | 491 | 22 | 29 | 100 | 28 | 162 | 54 | 2 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|-----|---|-----|----|----|-----|----|-----|----|---|
| AutoPCE: | 0 | 719 | 263 | 1 | 491 | 22 | 29 | 100 | 28 | 162 | 54 | 2 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 719 | 263 | 1 | 491 | 22 | 29 | 100 | 28 | 162 | 54 | 2 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 130 | 216 | 654 | 748 |
| MaxVolume: | 2330 | 2268 | 847 | 796 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2330 | 2268 | 847 | 796 |
| ApproachVol: | 982 | 514 | 157 | 218 |
| ApproachV/C: | 0.42 | 0.23 | 0.19 | 0.27 |
| ApproachDel: | 2.7 | 2.1 | 5.2 | 6.2 |
| ApproachLOS: | A | A | A | A |
| Queue: | 2.2 | 0.9 | 0.7 | 1.1 |

IUSD High School #5 TIA
Year 2035 With Stadium
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.370
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing capacity and critical moves.

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 145 | 58 | 7 | 86 | 1 | 2 | 430 | 2 | 60 | 280 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 145 | 58 | 7 | 86 | 1 | 2 | 430 | 2 | 60 | 280 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 145 | 58 | 7 | 86 | 1 | 2 | 430 | 2 | 60 | 280 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 145 | 58 | 7 | 86 | 1 | 2 | 430 | 2 | 60 | 280 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 145 | 58 | 7 | 86 | 1 | 2 | 430 | 2 | 60 | 280 | 4 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|----|---|----|---|---|-----|---|----|-----|---|
| AutoPCE: | 1 | 145 | 58 | 7 | 86 | 1 | 2 | 430 | 2 | 60 | 280 | 4 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 145 | 58 | 7 | 86 | 1 | 2 | 430 | 2 | 60 | 280 | 4 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 439 | 341 | 153 | 148 |
| MaxVolume: | 963 | 1016 | 1117 | 1120 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 963 | 1016 | 1117 | 1120 |
| ApproachVol: | 204 | 94 | 434 | 344 |
| ApproachV/C: | 0.21 | 0.09 | 0.39 | 0.31 |
| ApproachDel: | 4.7 | 3.9 | 5.3 | 4.6 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.8 | 0.3 | 1.9 | 1.3 |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.631 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 31 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 84 | 0 | 90 | 0 | 0 | 0 | 0 | 1969 | 59 | 91 | 2711 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 84 | 0 | 90 | 0 | 0 | 0 | 0 | 1969 | 59 | 91 | 2711 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 84 | 0 | 90 | 0 | 0 | 0 | 0 | 1969 | 59 | 91 | 2711 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 84 | 0 | 90 | 0 | 0 | 0 | 0 | 1969 | 59 | 91 | 2711 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 84 | 0 | 90 | 0 | 0 | 0 | 0 | 1969 | 59 | 91 | 2711 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.39 | 0.03 | 0.05 | 0.53 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
Year 2035 With Stadium
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: A[10.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 1 0 0, etc.)

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 rows for each bound.

Critical Gap Module: Table with 12 columns for gap components (Critical Gap, FollowUpTim) and 4 rows for each bound.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) and 4 rows for each bound.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 rows for each bound.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.5 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 26 | 0 | 47 | 8 | 448 | 0 | 0 | 280 | 35 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 26 | 0 | 47 | 8 | 448 | 0 | 0 | 280 | 35 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 26 | 0 | 47 | 8 | 448 | 0 | 0 | 280 | 35 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 26 | 0 | 47 | 8 | 448 | 0 | 0 | 280 | 35 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 26 | 0 | 47 | 8 | 448 | 0 | 0 | 280 | 35 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|----|---|----|---|-----|---|---|-----|----|
| AutoPCE: | 0 | 0 | 0 | 26 | 0 | 47 | 8 | 448 | 0 | 0 | 280 | 35 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 26 | 0 | 47 | 8 | 448 | 0 | 0 | 280 | 35 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 482 | 280 | 26 | 8 |
| MaxVolume: | xxxxxx | 1049 | 1186 | 1196 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1049 | 1186 | 1196 |
| ApproachVol: | xxxxxx | 73 | 456 | 315 |
| ApproachV/C: | 1.00 | 0.07 | 0.38 | 0.26 |
| ApproachDel: | xxxxxx | 3.7 | 4.9 | 4.1 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.2 | 1.8 | 1.1 |

IUSD High School #5 TIA
Year 2035 With Stadium
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[14.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns for volume and growth factors across four directions.

Critical Gap Module table with 12 columns for critical gap and follow-up time.

Capacity Module table with 12 columns for conflict volume, potential capacity, and volume/capacity.

Level of Service Module table with 12 columns for delay, LOS, and approach delay.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.791
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 65 | 18 | 51 | 64 | 19 | 81 | 89 | 2198 | 58 | 93 | 3072 | 95 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 65 | 18 | 51 | 64 | 19 | 81 | 89 | 2198 | 58 | 93 | 3072 | 95 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 65 | 18 | 51 | 64 | 19 | 81 | 89 | 2198 | 58 | 93 | 3072 | 95 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 65 | 18 | 51 | 64 | 19 | 81 | 89 | 2198 | 58 | 93 | 3072 | 95 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 65 | 18 | 51 | 64 | 19 | 81 | 89 | 2198 | 58 | 93 | 3072 | 95 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.01 | 0.03 | 0.04 | 0.01 | 0.05 | 0.05 | 0.43 | 0.03 | 0.05 | 0.60 | 0.06 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.418 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 21 | Level Of Service: | A |

| Street Name: | "B" St | | | | | | "LQ" St | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 38 | 135 | 7 | 32 | 157 | 16 | 5 | 384 | 28 | 3 | 269 | 39 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 38 | 135 | 7 | 32 | 157 | 16 | 5 | 384 | 28 | 3 | 269 | 39 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 38 | 135 | 7 | 32 | 157 | 16 | 5 | 384 | 28 | 3 | 269 | 39 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 38 | 135 | 7 | 32 | 157 | 16 | 5 | 384 | 28 | 3 | 269 | 39 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 38 | 135 | 7 | 32 | 157 | 16 | 5 | 384 | 28 | 3 | 269 | 39 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.95 | 0.05 | 1.00 | 0.91 | 0.09 | 1.00 | 0.93 | 0.07 | 1.00 | 0.87 | 0.13 |
| Final Sat.: | 1700 | 1616 | 84 | 1700 | 1543 | 157 | 1700 | 1584 | 116 | 1700 | 1485 | 215 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.08 | 0.08 | 0.02 | 0.10 | 0.10 | 0.00 | 0.24 | 0.24 | 0.00 | 0.18 | 0.18 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.827
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 58 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 60 | 57 | 13 | 60 | 53 | 279 | 468 | 971 | 89 | 19 | 1029 | 113 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 60 | 57 | 13 | 60 | 53 | 279 | 468 | 971 | 89 | 19 | 1029 | 113 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 60 | 57 | 13 | 60 | 53 | 279 | 468 | 971 | 89 | 19 | 1029 | 113 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 60 | 57 | 13 | 60 | 53 | 279 | 468 | 971 | 89 | 19 | 1029 | 113 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 60 | 57 | 13 | 60 | 53 | 279 | 468 | 971 | 89 | 19 | 1029 | 113 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.81 | 0.19 | 1.00 | 1.00 | 1.00 | 1.00 | 1.83 | 0.17 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 1384 | 316 | 1700 | 1700 | 1700 | 1700 | 3115 | 285 | 1700 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.04 | 0.04 | 0.04 | 0.03 | 0.16 | 0.28 | 0.31 | 0.31 | 0.01 | 0.30 | 0.07 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.812
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 55 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 69 | 45 | 159 | 69 | 27 | 40 | 67 | 2017 | 151 | 202 | 3000 | 177 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 69 | 45 | 159 | 69 | 27 | 40 | 67 | 2017 | 151 | 202 | 3000 | 177 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 69 | 45 | 159 | 69 | 27 | 40 | 67 | 2017 | 151 | 202 | 3000 | 177 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 69 | 45 | 159 | 69 | 27 | 40 | 67 | 2017 | 151 | 202 | 3000 | 177 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 69 | 45 | 159 | 69 | 27 | 40 | 67 | 2017 | 151 | 202 | 3000 | 177 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.40 | 0.60 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 685 | 1015 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.03 | 0.09 | 0.04 | 0.04 | 0.04 | 0.04 | 0.40 | 0.09 | 0.06 | 0.59 | 0.10 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1674 | 26 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 259 | 4 | 0 | 259 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | Volume |
| 0.00 | 0.15 | 0.15 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.15 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.155 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.15 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.15 | RTC | | 0.15 | RTC | | 0.00 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.15 | Addl ICU | | 0.00 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.21 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1628 | 72 | 1700 | 1700 | 0 | 0 | 0 | 0 | 850 | 0 | 850 | Total Saturation |
| 0 | 159 | 7 | 53 | 231 | 0 | 0 | 0 | 0 | 6 | 0 | 21 | Volume |
| 0.00 | 0.10 | 0.10 | 0.03 | 0.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.14 | V/C | | 0.00 | V/C | | 0.01 | 0.143 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.14 | RTOG | | -0.01 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.04 | |
| RTC | | 0.11 | RTC | | 0.14 | RTC | | -0.01 | RTC | | 0.04 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.14 | Addl ICU | | 0.01 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.19 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1660 | 40 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 17 | 14 | 400 | 0 | 0 | 291 | 7 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.24 | 0.00 | 0.00 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.24 | V/C | | 0.00 | 0.235 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.24 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.05 | RTC | | 0.24 | RTC | | 0.23 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.04 | Addl ICU | | -0.24 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1696 | 4 | 22 | 1602 | 76 | Total Saturation |
| 4 | 11 | 7 | 4 | 3 | 4 | 21 | 391 | 1 | 4 | 295 | 14 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.23 | 0.23 | 0.18 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.23 | V/C | | 0.18 | 0.419 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.23 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.23 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.13 | RTC | | 0.18 | RTC | | 0.23 | RTC | | 0.41 | |
| Addl ICU | | -0.13 | Addl ICU | | -0.17 | Addl ICU | | 0.00 | Addl ICU | | -0.22 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.47 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 392 | 0 | 0 | 297 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | Volume |
| 0.00 | 0.23 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.23 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.231 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.23 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.00 | |
| RTC | | 0.23 | RTC | | 0.23 | RTC | | 0.04 | RTC | | 0.00 | |
| Addl ICU | | -0.23 | Addl ICU | | -0.23 | Addl ICU | | -0.03 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.28 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1694 | 6 | 0 | 1516 | 184 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 39 | 293 | 1 | 0 | 289 | 35 | 37 | 7 | 14 | 4 | 18 | 0 | Volume |
| 0.02 | 0.17 | 0.17 | 0.00 | 0.19 | 0.19 | 0.02 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | N/A | | Initial ICU |
| V/C | 0.02 | | V/C | 0.19 | | V/C | 0.02 | | V/C | 0.00 | | 0.235 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.21 | | RTOG | 0.19 | | RTOG | 0.02 | | RTOG | -0.02 | | Right Turn Adjustment |
| RTOR | 0.02 | | RTOR | 0.02 | | RTOR | 0.02 | | RTOR | 0.04 | | |
| RTC | 0.23 | | RTC | 0.21 | | RTC | 0.04 | | RTC | 0.01 | | |
| Addl ICU | -0.06 | | Addl ICU | -0.02 | | Addl ICU | -0.03 | | Addl ICU | -0.01 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 275 | 0 | 0 | 299 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.16 | 0.00 | 0.00 | 0.18 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.00 | 0.176 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.18 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | |
| RTC | | 0.18 | RTC | | 0.18 | RTC | | 0.00 | RTC | | 0.01 | |
| Addl ICU | | -0.18 | Addl ICU | | -0.10 | Addl ICU | | 0.00 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.23 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | f | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 0 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 740 | 31 | 74 | 128 | 67 | 41 | 131 | 1221 | 437 | 315 | 868 | 31 | Volume |
| 0.22 | 0.02 | 0.00 | 0.08 | 0.04 | 0.02 | 0.08 | 0.24 | 0.26 | 0.09 | 0.17 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.22 | | V/C | 0.04 | | V/C | 0.24 | | V/C | 0.09 | | 0.589 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.18 | | RTOG | 0.04 | | RTOG | 0.24 | | RTOG | 0.26 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.16 | | RTOR | 0.22 | | RTOR | 0.24 | | |
| RTC | 0.25 | | RTC | 0.16 | | RTC | 0.40 | | RTC | 0.43 | | |
| Addl ICU | -0.25 | | Addl ICU | -0.14 | | Addl ICU | -0.15 | | Addl ICU | -0.42 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | |
| | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 434 | 805 | 446 | 239 | 433 | 159 | 101 | 1562 | 277 | 308 | 2079 | 374 | Volume |
| 0.13 | 0.16 | 0.00 | 0.07 | 0.08 | 0.09 | 0.03 | 0.31 | 0.16 | 0.09 | 0.41 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.07 | V/C | | 0.03 | V/C | | 0.41 | 0.665 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.10 | RTOG | | 0.35 | RTOG | | 0.41 | Right Turn Adjustment |
| RTOR | | 0.13 | RTOR | | 0.03 | RTOR | | 0.14 | RTOR | | 0.07 | |
| RTC | | 0.26 | RTC | | 0.12 | RTC | | 0.45 | RTC | | 0.46 | |
| Addl ICU | | -0.26 | Addl ICU | | -0.03 | Addl ICU | | -0.29 | Addl ICU | | -0.24 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.72 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 0.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3829 | 1271 | 3400 | 5100 | 1700 | 1700 | 850 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 391 | 1290 | 428 | 71 | 700 | 254 | 258 | 265 | 255 | 223 | 239 | 102 | Volume |
| 0.12 | 0.34 | 0.34 | 0.02 | 0.14 | 0.15 | 0.15 | 0.31 | 0.10 | 0.07 | 0.14 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.34 | | V/C | 0.02 | | V/C | 0.31 | | V/C | 0.07 | | 0.735 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.34 | | RTOG | 0.24 | | RTOG | 0.31 | | RTOG | 0.23 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.24 | | RTOR | 0.22 | | RTOR | 0.02 | | |
| RTC | 0.39 | | RTC | 0.42 | | RTC | 0.48 | | RTC | 0.24 | | |
| Addl ICU | -0.05 | | Addl ICU | -0.27 | | Addl ICU | -0.38 | | Addl ICU | -0.18 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.79 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 240 | 1949 | 506 | 101 | 956 | 156 | 396 | 724 | 166 | 255 | 696 | 276 | Volume |
| 0.07 | 0.38 | 0.30 | 0.03 | 0.14 | 0.09 | 0.12 | 0.21 | 0.10 | 0.08 | 0.20 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.38 | V/C | | 0.03 | V/C | | 0.12 | V/C | | 0.20 | 0.733 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.38 | RTOG | | 0.34 | RTOG | | 0.25 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.12 | RTOR | | 0.27 | RTOR | | 0.03 | |
| RTC | | 0.46 | RTC | | 0.43 | RTC | | 0.45 | RTC | | 0.23 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.34 | Addl ICU | | -0.35 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.78 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 805 | 0 | 341 | 0 | 0 | 0 | 0 | 811 | 285 | 247 | 726 | 0 | Volume |
| 0.24 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.07 | 0.21 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.24 | | V/C | 0.00 | | V/C | 0.24 | | V/C | 0.07 | | 0.548 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.24 | | RTOG | -0.24 | | RTOG | 0.24 | | RTOG | 0.31 | | Right Turn Adjustment |
| RTOR | 0.07 | | RTOR | 0.10 | | RTOR | 0.24 | | RTOR | 0.24 | | |
| RTC | 0.29 | | RTC | -0.16 | | RTC | 0.42 | | RTC | 0.49 | | |
| Addl ICU | -0.19 | | Addl ICU | 0.16 | | Addl ICU | -0.42 | | Addl ICU | -0.49 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.60 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 529 | 873 | 565 | 121 | 485 | 200 | 196 | 1324 | 189 | 465 | 1969 | 514 | Volume |
| 0.16 | 0.17 | 0.17 | 0.04 | 0.14 | 0.12 | 0.06 | 0.19 | 0.11 | 0.14 | 0.39 | 0.30 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.14 | V/C | | 0.06 | V/C | | 0.39 | 0.742 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.26 | RTOG | | 0.14 | RTOG | | 0.31 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.06 | RTOR | | 0.16 | RTOR | | 0.13 | |
| RTC | | 0.45 | RTC | | 0.19 | RTC | | 0.42 | RTC | | 0.48 | |
| Addl ICU | | -0.28 | Addl ICU | | -0.07 | Addl ICU | | -0.31 | Addl ICU | | -0.18 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.79 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 716 | 2135 | 468 | 387 | 759 | 163 | 229 | 631 | 251 | 413 | 516 | 451 | Volume |
| 0.21 | 0.42 | 0.00 | 0.11 | 0.15 | 0.10 | 0.07 | 0.12 | 0.00 | 0.12 | 0.10 | 0.27 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.42 | V/C | | 0.11 | V/C | | 0.12 | V/C | | 0.12 | 0.778 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.32 | RTOG | | 0.12 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.14 | RTOR | | 0.38 | RTOR | | 0.11 | |
| RTC | | 0.51 | RTC | | 0.43 | RTC | | 0.41 | RTC | | 0.26 | |
| Addl ICU | | -0.51 | Addl ICU | | -0.33 | Addl ICU | | -0.41 | Addl ICU | | 0.00 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.83 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 0.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 2363 | 1037 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 696 | 2843 | 1149 | 253 | 1398 | 246 | 360 | 158 | 235 | 631 | 665 | 449 | Volume |
| 0.20 | 0.42 | 0.68 | 0.07 | 0.21 | 0.14 | 0.15 | 0.15 | 0.07 | 0.19 | 0.26 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.42 | | V/C | 0.07 | | V/C | 0.15 | | V/C | 0.26 | | 0.906 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.42 | | RTOG | 0.29 | | RTOG | 0.23 | | RTOG | 0.26 | | Right Turn Adjustment |
| RTOR | 0.26 | | RTOR | 0.15 | | RTOR | 0.29 | | RTOR | 0.07 | | |
| RTC | 0.61 | | RTC | 0.40 | | RTC | 0.44 | | RTC | 0.32 | | |
| Addl ICU | 0.06 | | Addl ICU | -0.26 | | Addl ICU | -0.37 | | Addl ICU | -0.14 | | |
| | 0.06 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 1.02 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 3931 | 260 | 517 | 1742 | 0 | 656 | 0 | 341 | 0 | 0 | 0 | Volume |
| 0.00 | 0.58 | 0.15 | 0.15 | 0.26 | 0.00 | 0.15 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.58 | V/C | | 0.15 | V/C | | 0.15 | V/C | | 0.00 | 0.885 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.58 | RTOG | | 0.73 | RTOG | | 0.15 | RTOG | | -0.15 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.15 | RTOR | | 0.47 | RTOR | | 0.15 | |
| RTC | | 0.69 | RTC | | 0.85 | RTC | | 0.51 | RTC | | -0.04 | |
| Addl ICU | | -0.54 | Addl ICU | | -0.85 | Addl ICU | | -0.38 | Addl ICU | | 0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.93 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4965 | 135 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 10 | 3593 | 98 | 115 | 1869 | 11 | 46 | 3 | 26 | 53 | 1 | 108 | Volume |
| 0.01 | 0.72 | 0.72 | 0.07 | 0.37 | 0.01 | 0.03 | 0.00 | 0.02 | 0.03 | 0.00 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.72 | V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.03 | 0.824 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.72 | RTOG | | 0.79 | RTOG | | 0.00 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.42 | RTOR | | 0.07 | |
| RTC | | 0.75 | RTC | | 0.81 | RTC | | 0.32 | RTC | | 0.06 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.80 | Addl ICU | | -0.31 | Addl ICU | | 0.01 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.01 | | 0.01 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.88 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 215 | 1721 | 144 | 637 | 1112 | 210 | 344 | 276 | 92 | 201 | 92 | 1600 | Volume |
| 0.13 | 0.34 | 0.08 | 0.19 | 0.22 | 0.12 | 0.10 | 0.16 | 0.05 | 0.06 | 0.05 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.34 | V/C | | 0.19 | V/C | | 0.16 | V/C | | 0.06 | 0.746 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.34 | RTOG | | 0.40 | RTOG | | 0.16 | RTOG | | 0.12 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.17 | RTOR | | 0.31 | RTOR | | 0.19 | |
| RTC | | 0.38 | RTC | | 0.52 | RTC | | 0.39 | RTC | | 0.26 | |
| Addl ICU | | -0.30 | Addl ICU | | -0.40 | Addl ICU | | -0.34 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 103 | 0 | 240 | 0 | 1896 | 128 | 173 | 2681 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.07 | 0.00 | 0.28 | 0.08 | 0.10 | 0.53 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.00 | V/C | | 0.53 | 0.586 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.06 | RTOG | | 0.06 | RTOG | | 0.42 | RTOG | | 0.53 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.06 | |
| RTC | | 0.12 | RTC | | 0.06 | RTC | | 0.47 | RTC | | 0.57 | |
| Addl ICU | | -0.12 | Addl ICU | | 0.01 | Addl ICU | | -0.39 | Addl ICU | | -0.57 | |
| | | 0.00 | | | 0.01 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.65 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4642 | 458 | Total Saturation |
| 183 | 0 | 354 | 0 | 0 | 0 | 0 | 1955 | 215 | 0 | 2727 | 269 | Volume |
| 0.11 | 0.00 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.58 | 0.00 | 0.00 | 0.59 | 0.59 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.11 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.59 | 0.695 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | -0.11 | RTOG | | 0.59 | RTOG | | 0.59 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | 0.12 | RTC | | -0.11 | RTC | | 0.67 | RTC | | 0.67 | |
| Addl ICU | | 0.09 | Addl ICU | | 0.11 | Addl ICU | | -0.67 | Addl ICU | | -0.08 | |
| | | 0.09 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.84 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 708 | 1361 | 209 | 292 | 711 | 1002 | 851 | 1149 | 329 | 150 | 1912 | 409 | Volume |
| 0.21 | 0.27 | 0.00 | 0.09 | 0.14 | 0.00 | 0.17 | 0.23 | 0.19 | 0.04 | 0.37 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.27 | V/C | | 0.09 | V/C | | 0.17 | V/C | | 0.37 | 0.895 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.14 | RTOG | | 0.50 | RTOG | | 0.37 | Right Turn Adjustment |
| RTOR | | 0.32 | RTOR | | 0.17 | RTOR | | 0.21 | RTOR | | 0.09 | |
| RTC | | 0.50 | RTC | | 0.27 | RTC | | 0.66 | RTC | | 0.44 | |
| Addl ICU | | -0.50 | Addl ICU | | -0.27 | Addl ICU | | -0.46 | Addl ICU | | -0.20 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.94 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 4865 | 235 | 1700 | 526 | 1174 | 1700 | 1700 | 1700 | Total Saturation |
| 104 | 2120 | 335 | 53 | 1035 | 50 | 34 | 65 | 145 | 136 | 72 | 124 | Volume |
| 0.06 | 0.42 | 0.00 | 0.03 | 0.21 | 0.21 | 0.02 | 0.12 | 0.12 | 0.08 | 0.04 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.42 | | V/C | 0.03 | | V/C | 0.12 | | V/C | 0.08 | | 0.650 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.42 | | RTOG | 0.39 | | RTOG | 0.12 | | RTOG | 0.18 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.16 | | RTOR | 0.23 | | RTOR | 0.03 | | |
| RTC | 0.48 | | RTC | 0.51 | | RTC | 0.30 | | RTC | 0.21 | | |
| Addl ICU | -0.48 | | Addl ICU | -0.29 | | Addl ICU | -0.18 | | Addl ICU | -0.13 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.70 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5075 | 25 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 20 | 2115 | 366 | 75 | 1612 | 8 | 44 | 24 | 138 | 325 | 14 | 135 | Volume |
| 0.01 | 0.41 | 0.00 | 0.02 | 0.32 | 0.32 | 0.03 | 0.01 | 0.00 | 0.10 | 0.01 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.10 | 0.546 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.43 | RTOG | | 0.01 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.10 | RTOR | | 0.12 | RTOR | | 0.02 | |
| RTC | | 0.49 | RTC | | 0.50 | RTC | | 0.10 | RTC | | 0.10 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.18 | Addl ICU | | -0.10 | Addl ICU | | -0.02 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.60 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2434 | 966 | Total Saturation |
| 23 | 1225 | 415 | 143 | 1123 | 688 | 1106 | 520 | 6 | 166 | 353 | 140 | Volume |
| 0.01 | 0.24 | 0.00 | 0.04 | 0.22 | 0.00 | 0.33 | 0.15 | 0.00 | 0.05 | 0.15 | 0.15 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.24 | V/C | | 0.04 | V/C | | 0.33 | V/C | | 0.15 | 0.753 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.27 | RTOG | | 0.42 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.32 | RTOR | | 0.33 | RTOR | | 0.06 | RTOR | | 0.04 | |
| RTC | | 0.48 | RTC | | 0.51 | RTC | | 0.47 | RTC | | 0.18 | |
| Addl ICU | | -0.48 | Addl ICU | | -0.51 | Addl ICU | | -0.46 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5097 | 3 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3500 | 1077 | 0 | 1998 | 1 | 0 | 0 | 0 | 144 | 0 | 477 | Volume |
| 0.00 | 0.51 | 0.00 | 0.00 | 0.39 | 0.39 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.51 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.08 | 0.599 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.51 | RTOG | | 0.51 | RTOG | | -0.08 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.08 | RTOR | | 0.12 | RTOR | | 0.00 | |
| RTC | | 0.58 | RTC | | 0.58 | RTC | | 0.01 | RTC | | 0.08 | |
| Addl ICU | | -0.58 | Addl ICU | | -0.19 | Addl ICU | | -0.01 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.66 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 2324 | 0 | 0 | 1363 | 890 | 2378 | 0 | 254 | 0 | 0 | 0 | Volume |
| 0.00 | 0.46 | 0.00 | 0.00 | 0.27 | 0.00 | 0.47 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.46 | V/C | | 0.00 | V/C | | 0.47 | V/C | | 0.00 | 0.922 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.46 | RTOG | | 0.46 | RTOG | | 0.47 | RTOG | | -0.47 | Right Turn Adjustment |
| RTOR | | 0.47 | RTOR | | 0.47 | RTOR | | 0.19 | RTOR | | 0.00 | |
| RTC | | 0.81 | RTC | | 0.81 | RTC | | 0.61 | RTC | | -0.47 | |
| Addl ICU | | -0.81 | Addl ICU | | -0.81 | Addl ICU | | -0.46 | Addl ICU | | 0.47 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.97 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 193 | 0 | 217 | 0 | 1208 | 363 | 359 | 1335 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.06 | 0.00 | 0.36 | 0.21 | 0.11 | 0.39 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.11 | V/C | | 0.36 | V/C | | 0.11 | 0.574 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.11 | RTOG | | 0.11 | RTOG | | 0.36 | RTOG | | 0.46 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.07 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | -0.03 | RTC | | 0.16 | RTC | | 0.44 | RTC | | 0.55 | |
| Addl ICU | | 0.03 | Addl ICU | | -0.10 | Addl ICU | | -0.23 | Addl ICU | | -0.55 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.62 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 440 | 0 | 583 | 0 | 0 | 0 | 0 | 1188 | 217 | 303 | 1256 | 0 | Volume |
| 0.13 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.18 | 0.37 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.13 | | V/C | 0.00 | | V/C | 0.35 | | V/C | 0.18 | | 0.657 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.13 | | RTOG | -0.13 | | RTOG | 0.35 | | RTOG | 0.53 | | Right Turn Adjustment |
| RTOR | 0.18 | | RTOR | 0.16 | | RTOR | 0.13 | | RTOR | 0.13 | | |
| RTC | 0.26 | | RTC | -0.01 | | RTC | 0.45 | | RTC | 0.62 | | |
| Addl ICU | -0.09 | | Addl ICU | 0.01 | | Addl ICU | -0.45 | | Addl ICU | -0.62 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.71 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 177 | 102 | 289 | 28 | 64 | 18 | 9 | 1057 | 187 | 94 | 634 | 82 | Volume |
| 0.10 | 0.06 | 0.17 | 0.02 | 0.02 | 0.01 | 0.01 | 0.31 | 0.11 | 0.06 | 0.19 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.10 | V/C | | 0.02 | V/C | | 0.31 | V/C | | 0.06 | 0.489 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.02 | RTOG | | 0.31 | RTOG | | 0.36 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.18 | RTOR | | 0.10 | RTOR | | 0.06 | |
| RTC | | 0.15 | RTC | | 0.15 | RTC | | 0.39 | RTC | | 0.41 | |
| Addl ICU | | 0.02 | Addl ICU | | -0.14 | Addl ICU | | -0.28 | Addl ICU | | -0.36 | |
| | | 0.02 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.56 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 334 | 1366 | 850 | 308 | 1392 | Total Saturation |
| 53 | 346 | 1 | 75 | 218 | 76 | 113 | 31 | 127 | 4 | 23 | 104 | Volume |
| 0.06 | 0.20 | 0.00 | 0.09 | 0.13 | 0.09 | 0.13 | 0.09 | 0.09 | 0.00 | 0.07 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.20 | V/C | | 0.09 | V/C | | 0.13 | V/C | | 0.07 | 0.499 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.23 | RTOG | | 0.20 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.13 | RTOR | | 0.16 | RTOR | | 0.09 | |
| RTC | | 0.29 | RTC | | 0.33 | RTC | | 0.33 | RTC | | 0.14 | |
| Addl ICU | | -0.29 | Addl ICU | | -0.24 | Addl ICU | | -0.23 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.55 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 234 | 250 | 113 | 141 | 116 | 290 | 421 | 1766 | 173 | 106 | 2418 | 275 | Volume |
| 0.07 | 0.07 | 0.07 | 0.08 | 0.03 | 0.00 | 0.12 | 0.35 | 0.10 | 0.03 | 0.47 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.07 | | V/C | 0.08 | | V/C | 0.12 | | V/C | 0.47 | | 0.754 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.07 | | RTOG | 0.09 | | RTOG | 0.57 | | RTOG | 0.47 | | Right Turn Adjustment |
| RTOR | 0.25 | | RTOR | 0.12 | | RTOR | 0.12 | | RTOR | 0.08 | | |
| RTC | 0.26 | | RTC | 0.18 | | RTC | 0.66 | | RTC | 0.54 | | |
| Addl ICU | -0.20 | | Addl ICU | -0.18 | | Addl ICU | -0.56 | | Addl ICU | -0.37 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.80 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3117 | 283 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3110 | 290 | Total Saturation |
| 457 | 396 | 36 | 48 | 281 | 623 | 779 | 607 | 386 | 24 | 493 | 46 | Volume |
| 0.13 | 0.13 | 0.13 | 0.03 | 0.08 | 0.37 | 0.23 | 0.18 | 0.23 | 0.01 | 0.16 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.13 | V/C | | 0.08 | V/C | | 0.23 | V/C | | 0.16 | 0.605 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.08 | RTOG | | 0.37 | RTOG | | 0.16 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.23 | RTOR | | 0.13 | RTOR | | 0.09 | |
| RTC | | 0.35 | RTC | | 0.25 | RTC | | 0.47 | RTC | | 0.23 | |
| Addl ICU | | -0.22 | Addl ICU | | 0.11 | Addl ICU | | -0.25 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.11 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 416 | 0 | 306 | 310 | 1031 | 0 | 0 | 1051 | 433 | Volume |
| 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.18 | 0.18 | 0.30 | 0.00 | 0.00 | 0.31 | 0.25 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.18 | V/C | | 0.31 | 0.614 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.12 | RTOG | | 0.12 | RTOG | | 0.49 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.18 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | 0.02 | RTC | | 0.26 | RTC | | 0.58 | RTC | | 0.40 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.08 | Addl ICU | | -0.58 | Addl ICU | | -0.15 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.66 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5082 | 18 | Total Saturation |
| 168 | 0 | 89 | 0 | 0 | 0 | 0 | 2059 | 164 | 97 | 3103 | 11 | Volume |
| 0.10 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.40 | 0.10 | 0.06 | 0.61 | 0.61 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.10 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.61 | 0.709 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | -0.10 | RTOG | | 0.55 | RTOG | | 0.61 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.00 | RTOR | | 0.10 | RTOR | | 0.10 | |
| RTC | | 0.25 | RTC | | -0.10 | RTC | | 0.63 | RTC | | 0.68 | |
| Addl ICU | | -0.20 | Addl ICU | | 0.10 | Addl ICU | | -0.53 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 107 | 504 | 126 | 333 | 372 | 289 | 478 | 1095 | 135 | 97 | 700 | 366 | Volume |
| 0.06 | 0.15 | 0.07 | 0.10 | 0.11 | 0.17 | 0.14 | 0.32 | 0.08 | 0.03 | 0.21 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.15 | V/C | | 0.10 | V/C | | 0.32 | V/C | | 0.03 | 0.597 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.18 | RTOG | | 0.32 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.14 | RTOR | | 0.14 | RTOR | | 0.10 | |
| RTC | | 0.17 | RTC | | 0.29 | RTC | | 0.42 | RTC | | 0.28 | |
| Addl ICU | | -0.10 | Addl ICU | | -0.12 | Addl ICU | | -0.35 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.65 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 464 | 431 | 229 | 122 | 444 | 241 | 276 | 1307 | 534 | 207 | 1031 | 103 | Volume |
| 0.14 | 0.13 | 0.13 | 0.07 | 0.13 | 0.14 | 0.08 | 0.26 | 0.00 | 0.06 | 0.20 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.14 | | V/C | 0.13 | | V/C | 0.26 | | V/C | 0.06 | | 0.584 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.20 | | RTOG | 0.13 | | RTOG | 0.26 | | RTOG | 0.24 | | Right Turn Adjustment |
| RTOR | 0.06 | | RTOR | 0.12 | | RTOR | 0.14 | | RTOR | 0.14 | | |
| RTC | 0.24 | | RTC | 0.22 | | RTC | 0.36 | | RTC | 0.34 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.08 | | Addl ICU | -0.36 | | Addl ICU | -0.28 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 0 | 0 | 7649 | 851 | 3400 | 1700 | 3400 | 3400 | 2073 | 1327 | Total Saturation |
| 546 | 3013 | 0 | 0 | 2940 | 327 | 533 | 43 | 786 | 24 | 25 | 16 | Volume |
| 0.16 | 0.44 | 0.00 | 0.00 | 0.38 | 0.38 | 0.16 | 0.03 | 0.23 | 0.01 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.38 | V/C | | 0.16 | V/C | | 0.01 | 0.714 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.54 | RTOG | | 0.38 | RTOG | | 0.16 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.16 | RTOR | | 0.16 | RTOR | | 0.10 | |
| RTC | | 0.65 | RTC | | 0.50 | RTC | | 0.28 | RTC | | 0.09 | |
| Addl ICU | | -0.65 | Addl ICU | | -0.12 | Addl ICU | | -0.05 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|------|-----------------------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 369 | 1331 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 353 | 23 | 83 | 25 | 70 | 110 | 24 | 968 | 310 | 36 | 472 | 4 | Volume |
| 0.10 | 0.06 | 0.06 | 0.01 | 0.04 | 0.06 | 0.01 | 0.28 | 0.18 | 0.02 | 0.14 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.10 | | V/C | 0.04 | | V/C | 0.28 | | V/C | 0.02 | | 0.451 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.13 | | RTOG | 0.04 | | RTOG | 0.28 | | RTOG | 0.29 | | Right Turn Adjustment |
| RTOR | 0.02 | | RTOR | 0.17 | | RTOR | 0.10 | | RTOR | 0.08 | | |
| RTC | 0.15 | | RTC | 0.17 | | RTC | 0.36 | | RTC | 0.35 | | |
| Addl ICU | -0.08 | | Addl ICU | -0.10 | | Addl ICU | -0.18 | | Addl ICU | -0.35 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| | | | | | | | | | | | | TOTAL CAPACITY UTILIZATION |
| | | | | | | | | | | | | 0.50 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 66 | 88 | 132 | 284 | 82 | 141 | 141 | 1918 | 60 | 159 | 2604 | 367 | Volume |
| 0.04 | 0.05 | 0.08 | 0.08 | 0.05 | 0.08 | 0.08 | 0.38 | 0.04 | 0.09 | 0.51 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.08 | V/C | | 0.08 | V/C | | 0.51 | 0.729 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | 0.10 | RTOG | | 0.50 | RTOG | | 0.51 | Right Turn Adjustment |
| RTOR | | 0.22 | RTOR | | 0.08 | RTOR | | 0.09 | RTOR | | 0.08 | |
| RTC | | 0.21 | RTC | | 0.16 | RTC | | 0.57 | RTC | | 0.57 | |
| Addl ICU | | -0.14 | Addl ICU | | -0.08 | Addl ICU | | -0.53 | Addl ICU | | -0.36 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2321 | 1079 | 1700 | 3264 | 136 | 1700 | 467 | 1233 | 1700 | 1511 | 189 | Total Saturation |
| 56 | 430 | 200 | 3 | 336 | 14 | 10 | 14 | 37 | 96 | 16 | 2 | Volume |
| 0.03 | 0.19 | 0.19 | 0.00 | 0.10 | 0.10 | 0.01 | 0.03 | 0.03 | 0.06 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.19 | V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.06 | 0.274 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.15 | RTOG | | 0.03 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.08 | RTOR | | 0.08 | RTOR | | 0.00 | |
| RTC | | 0.23 | RTC | | 0.21 | RTC | | 0.09 | RTC | | 0.08 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.11 | Addl ICU | | -0.06 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.32 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | Total Saturation |
| 0 | 719 | 263 | 1 | 491 | 22 | 29 | 100 | 28 | 162 | 54 | 2 | Volume |
| 0.00 | 0.42 | 0.31 | 0.00 | 0.29 | 0.03 | 0.03 | 0.06 | 0.03 | 0.19 | 0.03 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.42 | V/C | | 0.00 | V/C | | 0.06 | V/C | | 0.19 | 0.674 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.42 | RTOG | | 0.06 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.22 | RTOR | | 0.14 | RTOR | | 0.00 | |
| RTC | | 0.57 | RTC | | 0.59 | RTC | | 0.16 | RTC | | 0.22 | |
| Addl ICU | | -0.26 | Addl ICU | | -0.56 | Addl ICU | | -0.13 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.72 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3015 | 385 | 1700 | 2940 | 460 | 1700 | 452 | 1248 | 1700 | 850 | 850 | Total Saturation |
| 28 | 595 | 76 | 14 | 505 | 79 | 115 | 25 | 69 | 100 | 12 | 12 | Volume |
| 0.02 | 0.20 | 0.20 | 0.01 | 0.17 | 0.17 | 0.07 | 0.06 | 0.06 | 0.06 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.20 | V/C | | 0.01 | V/C | | 0.06 | V/C | | 0.06 | 0.320 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.19 | RTOG | | 0.06 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.10 | RTOR | | 0.03 | RTOR | | 0.01 | |
| RTC | | 0.24 | RTC | | 0.26 | RTC | | 0.08 | RTC | | 0.05 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.09 | Addl ICU | | -0.03 | Addl ICU | | -0.04 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.37 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1214 | 486 | 850 | 1680 | 20 | 850 | 1692 | 8 | 850 | 1676 | 24 | Total Saturation |
| 1 | 145 | 58 | 7 | 86 | 1 | 2 | 430 | 2 | 60 | 280 | 4 | Volume |
| 0.00 | 0.12 | 0.12 | 0.01 | 0.05 | 0.05 | 0.00 | 0.25 | 0.25 | 0.07 | 0.17 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.12 | V/C | | 0.01 | V/C | | 0.25 | V/C | | 0.07 | 0.452 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.13 | RTOG | | 0.25 | RTOG | | 0.32 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.16 | RTOR | | 0.08 | RTOR | | 0.01 | |
| RTC | | 0.17 | RTC | | 0.24 | RTC | | 0.31 | RTC | | 0.33 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.19 | Addl ICU | | -0.06 | Addl ICU | | -0.16 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.50 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 84 | 0 | 90 | 0 | 0 | 0 | 0 | 1969 | 59 | 91 | 2711 | 0 | Volume |
| 0.05 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.39 | 0.03 | 0.05 | 0.53 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.53 | 0.581 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | -0.05 | RTOG | | 0.48 | RTOG | | 0.53 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.05 | |
| RTC | | 0.16 | RTC | | -0.05 | RTC | | 0.52 | RTC | | 0.57 | |
| Addl ICU | | -0.11 | Addl ICU | | 0.05 | Addl ICU | | -0.48 | Addl ICU | | -0.57 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 68 | 177 | 0 | 0 | 135 | 16 | 31 | 0 | 95 | 0 | 0 | 0 | Volume |
| 0.04 | 0.10 | 0.00 | 0.00 | 0.08 | 0.01 | 0.02 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.04 | V/C | | 0.08 | V/C | | 0.02 | V/C | | 0.00 | 0.138 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.08 | RTOG | | 0.02 | RTOG | | -0.02 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.04 | RTOR | | 0.02 | |
| RTC | | 0.13 | RTC | | 0.09 | RTC | | 0.05 | RTC | | -0.01 | |
| Addl ICU | | -0.13 | Addl ICU | | -0.08 | Addl ICU | | 0.01 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.01 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.20 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 30 | 1670 | 0 | 0 | 1511 | 189 | Total Saturation |
| 0 | 0 | 0 | 26 | 0 | 47 | 8 | 448 | 0 | 0 | 280 | 35 | Volume |
| 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.06 | 0.27 | 0.27 | 0.00 | 0.00 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.27 | V/C | | 0.19 | 0.484 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.03 | RTOG | | 0.03 | RTOG | | 0.45 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.27 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.11 | RTC | | 0.23 | RTC | | 0.48 | RTC | | 0.21 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.18 | Addl ICU | | -0.48 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.53 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1695 | 5 | Total Saturation |
| 0 | 0 | 0 | 4 | 0 | 1 | 31 | 415 | 0 | 0 | 324 | 1 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.24 | 0.00 | 0.00 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.24 | V/C | | 0.00 | 0.249 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.24 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.04 | RTC | | 0.25 | RTC | | 0.23 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.04 | Addl ICU | | -0.25 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.30 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 65 | 18 | 51 | 64 | 19 | 81 | 89 | 2198 | 58 | 93 | 3072 | 95 | Volume |
| 0.04 | 0.01 | 0.03 | 0.04 | 0.01 | 0.05 | 0.05 | 0.43 | 0.03 | 0.05 | 0.60 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.01 | V/C | | 0.05 | V/C | | 0.60 | 0.704 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.01 | RTOG | | 0.60 | RTOG | | 0.60 | Right Turn Adjustment |
| RTOR | | 0.22 | RTOR | | 0.05 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.18 | RTC | | 0.05 | RTC | | 0.63 | RTC | | 0.63 | |
| Addl ICU | | -0.15 | Addl ICU | | 0.00 | Addl ICU | | -0.59 | Addl ICU | | -0.58 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.75 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1616 | 84 | 1700 | 1543 | 157 | 1700 | 1584 | 116 | 1700 | 1485 | 215 | Total Saturation |
| 38 | 135 | 7 | 32 | 157 | 16 | 5 | 384 | 28 | 3 | 269 | 39 | Volume |
| 0.02 | 0.08 | 0.08 | 0.02 | 0.10 | 0.10 | 0.00 | 0.24 | 0.24 | 0.00 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.10 | V/C | | 0.24 | V/C | | 0.00 | 0.368 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.10 | RTOG | | 0.24 | RTOG | | 0.24 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.06 | RTOR | | 0.02 | RTOR | | 0.04 | |
| RTC | | 0.11 | RTC | | 0.15 | RTC | | 0.26 | RTC | | 0.27 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.05 | Addl ICU | | -0.02 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.42 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1384 | 316 | 1700 | 1700 | 1700 | 1700 | 3115 | 285 | 1700 | 3400 | 1700 | Total Saturation |
| 60 | 57 | 13 | 60 | 53 | 279 | 468 | 971 | 89 | 19 | 1029 | 113 | Volume |
| 0.04 | 0.04 | 0.04 | 0.04 | 0.03 | 0.16 | 0.28 | 0.31 | 0.31 | 0.01 | 0.30 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.04 | V/C | | 0.28 | V/C | | 0.30 | 0.654 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.04 | RTOG | | 0.57 | RTOG | | 0.30 | Right Turn Adjustment |
| RTOR | | 0.27 | RTOR | | 0.28 | RTOR | | 0.05 | RTOR | | 0.04 | |
| RTC | | 0.24 | RTC | | 0.25 | RTC | | 0.60 | RTC | | 0.33 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.08 | Addl ICU | | -0.29 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 685 | 1015 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 69 | 45 | 159 | 69 | 27 | 40 | 67 | 2017 | 151 | 202 | 3000 | 177 | Volume |
| 0.04 | 0.03 | 0.09 | 0.04 | 0.04 | 0.04 | 0.04 | 0.40 | 0.09 | 0.06 | 0.59 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.03 | | V/C | 0.04 | | V/C | 0.04 | | V/C | 0.59 | | 0.695 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.03 | | RTOG | 0.03 | | RTOG | 0.57 | | RTOG | 0.59 | | Right Turn Adjustment |
| RTOR | 0.23 | | RTOR | 0.04 | | RTOR | 0.03 | | RTOR | 0.04 | | |
| RTC | 0.20 | | RTC | 0.06 | | RTC | 0.59 | | RTC | 0.62 | | |
| Addl ICU | -0.11 | | Addl ICU | -0.02 | | Addl ICU | -0.50 | | Addl ICU | -0.51 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.74 |

INTERSECTION ANALYSIS WORKSHEETS

**POST YEAR 2035 – WITH STADIUM
2011 APPROVED PROJECT
PM PEAK HOUR**

IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2011 Approved Project

Impact Analysis Report
 Level Of Service

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|------|-------------|---------|--------|-------------|---------|--------------|
| | LOS | Del/ Veh | V/ C | LOS | Del/ Veh | V/ C | |
| # 1 "B" St & Driveway 1 | B | 10.3 | 0.004 | B | 10.3 | 0.004 | + 0.000 D/V |
| # 2 "B" St & Driveway 2 | A | 9.7 | 0.045 | A | 9.7 | 0.045 | + 0.000 D/V |
| # 3 Driveway 3 & "LQ" St | B | 10.4 | 0.025 | B | 10.4 | 0.025 | + 0.000 D/V |
| # 4 Driveway 4 & "LQ" St | B | 11.2 | 0.023 | B | 11.2 | 0.023 | + 0.000 D/V |
| # 5 "LQ" St & Driveway 5 | B | 10.7 | 0.044 | B | 10.7 | 0.044 | + 0.000 D/V |
| # 6 "LQ" St & Driveway 6 | D | 25.7 | 0.269 | D | 25.7 | 0.269 | + 0.000 D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 D/V |
| #282 Jeffrey Rd & Portola Pkwy | D | xxxxxx | 0.819 | D | xxxxxx | 0.819 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxxx | 0.973 | E | xxxxxx | 0.973 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | D | xxxxxx | 0.802 | D | xxxxxx | 0.802 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | E | xxxxxx | 0.901 | E | xxxxxx | 0.901 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | B | xxxxxx | 0.638 | B | xxxxxx | 0.638 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | D | xxxxxx | 0.825 | D | xxxxxx | 0.825 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | E | xxxxxx | 0.908 | E | xxxxxx | 0.908 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | E | 62.1 | 1.085 | E | 62.1 | 1.085 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 17.5 | 0.869 | B | 17.5 | 0.869 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxxx | 1.192 | F | xxxxxx | 1.192 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | A | 7.5 | 0.581 | A | 7.5 | 0.581 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 19.5 | 0.917 | B | 19.5 | 0.917 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | F | xxxxxx | 1.061 | F | xxxxxx | 1.061 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | B | xxxxxx | 0.680 | B | xxxxxx | 0.680 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx | 0.591 | A | xxxxxx | 0.591 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | D | xxxxxx | 0.800 | D | xxxxxx | 0.800 | + 0.000 V/C |

IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2011 Approved Project

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|-------------|-----------|-------|-------------|-----------|-------|--------------|
| | Del/ LOS | V/ Veh | C | Del/ LOS | V/ Veh | C | |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | A | 7.7 | 0.588 | A | 7.7 | 0.588 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 22.9 | 0.849 | C | 22.9 | 0.849 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | E | xxxxxx | 1.000 | E | xxxxxx | 1.000 | + 0.000 V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 12.4 | 0.552 | B | 12.4 | 0.552 | + 0.000 D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | C | 20.8 | 0.590 | C | 20.8 | 0.590 | + 0.000 D/V |
| #556 Ridge Valley & Portola Pkwy | E | xxxxxx | 0.913 | E | xxxxxx | 0.913 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 2.8 | 0.247 | A | 2.8 | 0.247 | + 0.000 V/C |
| #558 "O" St & Irvine Blvd | E | xxxxxx | 0.910 | E | xxxxxx | 0.910 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | C | xxxxxx | 0.740 | C | xxxxxx | 0.740 | + 0.000 V/C |
| #560 "O" St & Marine Wy | B | xxxxxx | 0.645 | B | xxxxxx | 0.645 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | C | xxxxxx | 0.797 | C | xxxxxx | 0.797 | + 0.000 V/C |
| #566 Marine Wy & Barranca Pkwy | B | xxxxxx | 0.664 | B | xxxxxx | 0.664 | + 0.000 V/C |
| #567 Marine Wy & Alton Pkwy | D | xxxxxx | 0.898 | D | xxxxxx | 0.898 | + 0.000 V/C |
| #569 Bake Pkwy & Marine Wy | D | xxxxxx | 0.813 | D | xxxxxx | 0.813 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | B | xxxxxx | 0.663 | B | xxxxxx | 0.663 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | D | xxxxxx | 0.896 | D | xxxxxx | 0.896 | + 0.000 V/C |
| #603 "O" St & "LN" St | A | xxxxxx | 0.384 | A | xxxxxx | 0.384 | + 0.000 V/C |
| #605 "O" St & "LQ" St | A | 3.2 | 0.411 | A | 3.2 | 0.411 | + 0.000 V/C |
| #608 "O" St & "LV" St | A | xxxxxx | 0.346 | A | xxxxxx | 0.346 | + 0.000 V/C |
| #626 "LY" St & "LQ" St | A | 4.7 | 0.324 | A | 4.7 | 0.324 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | B | xxxxxx | 0.694 | B | xxxxxx | 0.694 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A | 9.7 | 0.142 | A | 9.7 | 0.142 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A | 4.4 | 0.336 | A | 4.4 | 0.336 | + 0.000 V/C |
| #787 "Z" St & "LQ" St | B | 14.3 | 0.094 | B | 14.3 | 0.094 | + 0.000 D/V |
| #790 "Z" St & Irvine Blvd | B | 7.1 | 0.789 | B | 7.1 | 0.789 | + 0.000 D/V |

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2011 Approved Project

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #798 "B" St & "LQ" St | A xxxxx | 0.378 | A xxxxx | 0.378 | + 0.000 V/C |
| #799 "B" St & Marine Wy | B xxxxx | 0.611 | B xxxxx | 0.611 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | E xxxxx | 0.921 | E xxxxx | 0.921 | + 0.000 V/C |

IUSD High School #5 TIA
Post Year 2035 With Stadium
2011 Approved Project

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---------------------------|-------------------------|---------------------------|
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 370 | 4 | 0 | 235 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 10.3 | | | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=3]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=612]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|---|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 370 | | 4 | | 0 | 235 | 0 | | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 3 |
| Major Street Volume: | | | | | 609 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 3 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 352 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 189 | 4 | 63 | 172 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 20 | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 9.7 | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=23]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=451]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|----|-----|---|------------|---|---|---|------------|---|---|---|---|---|----|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 189 | | 4 | | 63 | 172 | | 0 | | 0 | 0 | 0 | 0 | | 3 | 0 | | 20 | |
| Major Street Volume: | 428 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 23 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 577 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|----|---|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 7 | 338 | 0 | 0 | 0 | 0 | 365 | 7 | 0 | 0 |
| ApproachDel: | xxxxxx | | | | 10.4 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=17]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=734]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|---|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | | 7 | 338 | 0 | | | 0 | 365 | 7 | | |
| Major Street Volume: | | | | | 717 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 17 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 399 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2011 Approved Project

Peak Hour Delay Signal Warrant Report

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 4 | 28 | 310 | 0 | 0 | 0 | 0 | 368 | 4 | 4 | 4 |
| ApproachDel: | xxxxxx | | | | 11.2 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=5]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=715]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2011 Approved Project

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 4 | 4 | 28 | 310 | 0 | 0 | 0 | 0 | 368 | 4 | 4 | 4 |
| Major Street Volume: | | | | | 710 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 5 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 403 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
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Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|--------------|-----|---|--------------|---|---|------------|---|---|------------|---|---|----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 312 | 0 | 0 | 0 | 0 | 399 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 10.7 | | | xxxxxx | | | | | | | | | | |

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=29]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=740]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Stadium
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|---|---|-----|------------|---|-----|---|------------|---|-----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 312 | | 0 | 0 | | 399 | | 0 | 0 | | 0 | | 29 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | | | | | | | 711 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | | | | | 29 | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | | | | | 310 | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|----|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 35 | 661 | 0 | 0 | 391 | 81 | 57 | 0 | 9 | 0 | 0 | 0 | 0 | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 25.7 | | | xxxxxx | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=66]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1234]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|----|------------|---|----|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 35 | 661 | | 0 | 0 | 0 | 391 | 81 | | | 57 | 0 | | 9 | | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | 1168 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 66 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 307 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 719 | 0 | 0 | 512 | 119 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|-----|------------|---|------|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 719 | 0 | 0 | 0 | 0 | 512 | 119 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | | | | | | | | | | | 1350 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 0 | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | 181 | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
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Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------|--------------|----|---|--------------|----|-----|------------|---|----|------------|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 24 | 57 | 0 | 0 | 28 | 150 | 121 | 0 | 17 | 0 | 0 | 0 | 0 | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.7 | | | xxxxxx | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=138]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=397]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|----|---|--------------|----|-----|------------|---|----|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 24 | 57 | 0 | 0 | 28 | 150 | 121 | 0 | 17 | 0 | 0 | 0 | 0 | | | | | |
| Major Street Volume: | 259 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 138 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 955 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Lanes, Final Volume, and Approach Delay.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=61]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=821]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

 IUSD High School #5 TIA
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|----|---|----|--------------|---|----|-----|--------------|---|---|---|-----|----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 28 | | | 40 | 324 | 0 | | | 0 | 376 | 20 | | |
| Major Street Volume: | | | | | 760 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 61 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 379 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic flows and 4 rows for Base Vol, Growth Adj, Initial Bse, and User Adj.

Critical Gap Module: Table with 12 columns and 2 rows for Critical Gap and FollowUpTime.

Capacity Module: Table with 12 columns and 4 rows for Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns and 8 rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: A[9.7]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 0 1 0, etc.)

Volume Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Critical Gap, FollowUpTime.

Capacity Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Conflict Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[10.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 7 rows of volume data.

Critical Gap Module table with 12 columns and 2 rows of gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity and volume data.

Level of Service Module table with 12 columns and 7 rows of LOS and delay data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[11.2]

Table with columns: Approach (North, South, East, West Bound), Movement (L, T, R), Control, Rights, Lanes. Includes values for Stop Sign, Uncontrolled, and lane counts.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume across four approaches.

Critical Gap Module: Table with columns for Critical Gap, FollowUpTime across four approaches.

Capacity Module: Table with columns for Conflict Vol, Potent Cap., Move Cap., Volume/Cap across four approaches.

Level of Service Module: Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS across four approaches.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B [10.7]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 1 0 0).

Volume Module: Table with 12 columns for volume adjustments (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 rows for each bound.

Critical Gap Module: Table with 12 columns for gap metrics (Critical Gp, FollowUpTim) and 4 rows for each bound.

Capacity Module: Table with 12 columns for capacity metrics (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 rows for each bound.

Level of Service Module: Table with 12 columns for LOS metrics (2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 rows for each bound.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: D[25.7]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 1 0 0, etc.)

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 rows for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for gap components (Critical Gap, FollowUpTim) and 4 rows for North, South, East, West bounds.

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 rows for North, South, East, West bounds.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 rows for North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module table with 12 columns for Critical Gap and FollowUpTim.

Capacity Module table with 12 columns for various capacity metrics like Cnflct Vol, Potent Cap., etc.

Level of Service Module table with 12 columns for LOS-related metrics like 2Way95thQ, Control Del, etc.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.973
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 168 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns representing different volume and adjustment factors.

Saturation Flow Module table with 13 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns representing volume/saturation and critical moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.901
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, etc.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.638
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 676 | 0 | 415 | 0 | 0 | 0 | 0 | 889 | 272 | 435 | 1029 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 676 | 0 | 415 | 0 | 0 | 0 | 0 | 889 | 272 | 435 | 1029 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 676 | 0 | 415 | 0 | 0 | 0 | 0 | 889 | 0 | 435 | 1029 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 676 | 0 | 415 | 0 | 0 | 0 | 0 | 889 | 0 | 435 | 1029 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 676 | 0 | 415 | 0 | 0 | 0 | 0 | 889 | 0 | 435 | 1029 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.20 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.26 | 0.00 | 0.13 | 0.30 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns for various volume and adjustment factors across the four approaches.

Saturation Flow Module table with 13 columns for saturation flow, adjustment, lanes, and final saturation.

Capacity Analysis Module table with 13 columns for volume/saturation and critical moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.908
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.085
Loss Time (sec): 0 Average Delay (sec/veh): 62.1
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 0 Average Delay (sec/veh): 17.5
Optimal Cycle: 174 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.192
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 0 Average Delay (sec/veh): 7.5
Optimal Cycle: 54 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.917
Loss Time (sec): 0 Average Delay (sec/veh): 19.5
Optimal Cycle: 180 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.061
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns representing capacity analysis factors like Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves.

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ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.800
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 52 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 22 | 1087 | 363 | 165 | 1136 | 845 | 1177 | 550 | 6 | 137 | 352 | 132 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 22 | 1087 | 363 | 165 | 1136 | 845 | 1177 | 550 | 6 | 137 | 352 | 132 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 22 | 1087 | 0 | 165 | 1136 | 0 | 1177 | 550 | 6 | 137 | 352 | 132 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 22 | 1087 | 0 | 165 | 1136 | 0 | 1177 | 550 | 6 | 137 | 352 | 132 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 22 | 1087 | 0 | 165 | 1136 | 0 | 1177 | 550 | 6 | 137 | 352 | 132 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.98 | 0.02 | 2.00 | 1.45 | 0.55 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3363 | 37 | 3400 | 2473 | 927 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.21 | 0.00 | 0.05 | 0.22 | 0.00 | 0.35 | 0.16 | 0.16 | 0.04 | 0.14 | 0.14 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 0 Average Delay (sec/veh): 7.7
Optimal Cycle: 55 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 0 Average Delay (sec/veh): 22.9
Optimal Cycle: 151 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.000
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns for various adjustment factors (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume) and values.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. and values.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves and values.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 0 Average Delay (sec/veh): 12.4
Optimal Cycle: 51 Level Of Service: B

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.590
Loss Time (sec): 0 Average Delay (sec/veh): 20.8
Optimal Cycle: 56 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.913
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 31 | 440 | 14 | 34 | 304 | 72 | 155 | 48 | 46 | 17 | 37 | 59 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 31 | 440 | 14 | 34 | 304 | 72 | 155 | 48 | 46 | 17 | 37 | 59 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 31 | 440 | 14 | 34 | 304 | 72 | 155 | 48 | 46 | 17 | 37 | 59 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 31 | 440 | 14 | 34 | 304 | 72 | 155 | 48 | 46 | 17 | 37 | 59 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 31 | 440 | 14 | 34 | 304 | 72 | 155 | 48 | 46 | 17 | 37 | 59 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|----|----|-----|----|-----|----|----|----|----|----|
| AutoPCE: | 31 | 440 | 14 | 34 | 304 | 72 | 155 | 48 | 46 | 17 | 37 | 59 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 31 | 440 | 14 | 34 | 304 | 72 | 155 | 48 | 46 | 17 | 37 | 59 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 237 | 85 | 355 | 626 |
| MaxVolume: | 2253 | 2363 | 1008 | 862 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2253 | 2363 | 1008 | 862 |
| ApproachVol: | 485 | 410 | 249 | 113 |
| ApproachV/C: | 0.22 | 0.17 | 0.25 | 0.13 |
| ApproachDel: | 2.0 | 1.8 | 4.7 | 4.8 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.8 | 0.6 | 1.0 | 0.5 |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #558 "O" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.910
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume metrics and 12 rows of adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 4 rows of capacity analysis data.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #560 "O" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume types and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity analysis and 2 rows for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: D

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for North, South, East, West Bound and rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns for North, South, East, West Bound and rows for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for North, South, East, West Bound and rows for Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume categories and 12 rows of adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 3 rows of capacity analysis data.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.2 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control (Yield Sign) and Lanes (2, 2, 1, 1).

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

PCE Module:

Table with 13 columns representing different PCE (Passenger Car Equivalent) volumes. Rows include AutoPCE, TruckPCE, ComboPCE, BicyclePCE, and AdjVolume.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics. Rows include CircVolume, MaxVolume, PedVolume, AdjMaxVol, ApproachVol, ApproachV/C, ApproachDel, ApproachLOS, and Queue.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.346
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 2 rows including Vol/Sat and Crit Moves.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.7 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

PCE Module:

Table with 12 columns representing different PCE (Passenger Car Equivalent) volumes and adjustments.

Delay Module: >> Time Period: 0.25 hours <<

Table with 4 columns representing delay metrics like CircVolume, MaxVolume, PedVolume, etc.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different volume types and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity analysis values and 2 rows for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: A[9.7]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 5 rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns for movements and 2 rows for Critical Gap and FollowUpTim.

Capacity Module: Table with 12 columns for movements and 4 rows for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns for movements and 6 rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.4 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 26 | 0 | 44 | 22 | 352 | 0 | 0 | 313 | 86 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 26 | 0 | 44 | 22 | 352 | 0 | 0 | 313 | 86 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 26 | 0 | 44 | 22 | 352 | 0 | 0 | 313 | 86 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 26 | 0 | 44 | 22 | 352 | 0 | 0 | 313 | 86 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 26 | 0 | 44 | 22 | 352 | 0 | 0 | 313 | 86 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|----|---|----|----|-----|---|---|-----|----|
| AutoPCE: | 0 | 0 | 0 | 26 | 0 | 44 | 22 | 352 | 0 | 0 | 313 | 86 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 26 | 0 | 44 | 22 | 352 | 0 | 0 | 313 | 86 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 400 | 313 | 26 | 22 |
| MaxVolume: | xxxxxx | 1031 | 1186 | 1188 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1031 | 1186 | 1188 |
| ApproachVol: | xxxxxx | 70 | 374 | 399 |
| ApproachV/C: | 1.00 | 0.07 | 0.32 | 0.34 |
| ApproachDel: | xxxxxx | 3.7 | 4.4 | 4.6 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.2 | 1.4 | 1.5 |

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[14.3]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0 0 0 0 0, 0 0 1! 0 0, 1 0 1 0 0, 0 0 0 1 0)

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 rows for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for gap components (Critical Gp, FollowUpTim) and 4 rows for North, South, East, West bounds.

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 rows for North, South, East, West bounds.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 rows for North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

1994 HCM Operations Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 5 Average Delay (sec/veh): 7.1
Optimal Cycle: 52 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and DesignQueue.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes for "B" St and "LQ" St.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module showing Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 145 | 0 | 200 | 225 | 703 | 0 | 0 | 1057 | 224 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 145 | 0 | 200 | 225 | 703 | 0 | 0 | 1057 | 224 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 145 | 0 | 200 | 225 | 703 | 0 | 0 | 1057 | 224 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 145 | 0 | 200 | 225 | 703 | 0 | 0 | 1057 | 224 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 145 | 0 | 200 | 225 | 703 | 0 | 0 | 1057 | 224 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 0 | 1700 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.12 | 0.13 | 0.21 | 0.00 | 0.00 | 0.31 | 0.13 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.921
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume metrics and 12 rows of adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 2 rows of capacity analysis data.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1682 | 18 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 370 | 4 | 0 | 235 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | Volume |
| 0.00 | 0.22 | 0.22 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.22 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.220 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.22 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.08 | RTOR | | 0.00 | |
| RTC | | 0.22 | RTC | | 0.22 | RTC | | 0.06 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.22 | Addl ICU | | -0.06 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1665 | 35 | 1700 | 1700 | 0 | 0 | 0 | 0 | 850 | 0 | 850 | Total Saturation |
| 0 | 189 | 4 | 63 | 172 | 0 | 0 | 0 | 0 | 3 | 0 | 20 | Volume |
| 0.00 | 0.11 | 0.11 | 0.04 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.11 | V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.00 | 0.154 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.15 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.04 | |
| RTC | | 0.12 | RTC | | 0.15 | RTC | | 0.03 | RTC | | 0.03 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.15 | Addl ICU | | -0.03 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.20 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1668 | 32 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 17 | 7 | 338 | 0 | 0 | 365 | 7 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.20 | 0.00 | 0.00 | 0.22 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.22 | 0.223 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.22 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.02 | RTC | | 0.00 | RTC | | 0.22 | RTC | | 0.22 | |
| Addl ICU | | -0.02 | Addl ICU | | 0.01 | Addl ICU | | -0.22 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.01 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.28 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1682 | 18 | Total Saturation |
| 0 | 0 | 0 | 1 | 0 | 4 | 28 | 310 | 0 | 0 | 368 | 4 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.18 | 0.00 | 0.00 | 0.22 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.02 | V/C | | 0.22 | 0.236 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.24 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.02 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.04 | RTC | | 0.01 | RTC | | 0.24 | RTC | | 0.22 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.01 | Addl ICU | | -0.24 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 312 | 0 | 0 | 399 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | Volume |
| 0.00 | 0.18 | 0.00 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.23 | V/C | | 0.00 | V/C | | 0.00 | 0.235 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.23 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.05 | |
| RTC | | 0.23 | RTC | | 0.23 | RTC | | 0.00 | RTC | | 0.04 | |
| Addl ICU | | -0.23 | Addl ICU | | -0.23 | Addl ICU | | 0.02 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.02 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.30 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1408 | 292 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 35 | 661 | 0 | 0 | 391 | 81 | 57 | 0 | 9 | 0 | 0 | 0 | Volume |
| 0.02 | 0.39 | 0.00 | 0.00 | 0.28 | 0.28 | 0.03 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.39 | V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.00 | 0.422 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.39 | RTOG | | 0.37 | RTOG | | 0.03 | RTOG | | -0.03 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.03 | RTOR | | 0.11 | RTOR | | 0.00 | |
| RTC | | 0.41 | RTC | | 0.39 | RTC | | 0.12 | RTC | | -0.03 | |
| Addl ICU | | -0.41 | Addl ICU | | -0.12 | Addl ICU | | -0.11 | Addl ICU | | 0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.47 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 719 | 0 | 0 | 512 | 119 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.42 | 0.00 | 0.00 | 0.30 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.42 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.423 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.42 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.12 | RTOR | | 0.00 | |
| RTC | | 0.42 | RTC | | 0.42 | RTC | | 0.09 | RTC | | 0.00 | |
| Addl ICU | | -0.42 | Addl ICU | | -0.35 | Addl ICU | | -0.09 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.47 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 2 | 3 | 0 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 3400 | 3948 | 1152 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 796 | 215 | 141 | 412 | 257 | 75 | 350 | 896 | 386 | 531 | 692 | 156 | Volume |
| 0.23 | 0.06 | 0.08 | 0.12 | 0.07 | 0.07 | 0.10 | 0.18 | 0.23 | 0.16 | 0.14 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.23 | V/C | | 0.07 | V/C | | 0.18 | V/C | | 0.16 | 0.631 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.07 | RTOG | | 0.18 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.16 | RTOR | | 0.20 | RTOR | | 0.23 | RTOR | | 0.24 | |
| RTC | | 0.30 | RTC | | 0.21 | RTC | | 0.35 | RTC | | 0.41 | |
| Addl ICU | | -0.21 | Addl ICU | | -0.15 | Addl ICU | | -0.12 | Addl ICU | | -0.31 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 456 | 993 | 425 | 305 | 630 | 228 | 124 | 1462 | 296 | 311 | 2046 | 434 | Volume |
| 0.13 | 0.19 | 0.00 | 0.09 | 0.12 | 0.13 | 0.04 | 0.29 | 0.17 | 0.09 | 0.40 | 0.26 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.19 | V/C | | 0.09 | V/C | | 0.04 | V/C | | 0.40 | 0.722 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.15 | RTOG | | 0.35 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.04 | RTOR | | 0.16 | RTOR | | 0.09 | |
| RTC | | 0.31 | RTC | | 0.18 | RTC | | 0.47 | RTC | | 0.47 | |
| Addl ICU | | -0.31 | Addl ICU | | -0.04 | Addl ICU | | -0.29 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.77 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 0.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3958 | 1142 | 3400 | 5100 | 1700 | 1700 | 850 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 386 | 1463 | 422 | 86 | 867 | 293 | 267 | 237 | 245 | 227 | 227 | 113 | Volume |
| 0.11 | 0.37 | 0.37 | 0.03 | 0.17 | 0.17 | 0.16 | 0.28 | 0.10 | 0.07 | 0.13 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.37 | | V/C | 0.03 | | V/C | 0.28 | | V/C | 0.07 | | 0.740 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.37 | | RTOG | 0.28 | | RTOG | 0.28 | | RTOG | 0.19 | | |
| RTOR | 0.07 | | RTOR | 0.21 | | RTOR | 0.22 | | RTOR | 0.03 | | |
| RTC | 0.42 | | RTC | 0.44 | | RTC | 0.45 | | RTC | 0.21 | | |
| Addl ICU | -0.05 | | Addl ICU | -0.27 | | Addl ICU | -0.35 | | Addl ICU | -0.14 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.79 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 240 | 2106 | 497 | 106 | 1092 | 166 | 380 | 632 | 157 | 265 | 673 | 288 | Volume |
| 0.07 | 0.41 | 0.29 | 0.03 | 0.16 | 0.10 | 0.11 | 0.19 | 0.09 | 0.08 | 0.20 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.41 | | V/C | 0.03 | | V/C | 0.11 | | V/C | 0.20 | | 0.754 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.41 | | RTOG | 0.37 | | RTOG | 0.23 | | RTOG | 0.20 | | Right Turn Adjustment |
| RTOR | 0.12 | | RTOR | 0.11 | | RTOR | 0.28 | | RTOR | 0.03 | | |
| RTC | 0.51 | | RTC | 0.46 | | RTC | 0.44 | | RTC | 0.22 | | |
| Addl ICU | -0.21 | | Addl ICU | -0.36 | | Addl ICU | -0.35 | | Addl ICU | -0.05 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.80 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 676 | 0 | 415 | 0 | 0 | 0 | 0 | 889 | 272 | 435 | 1029 | 0 | Volume |
| 0.20 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.26 | 0.16 | 0.13 | 0.30 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.20 | | V/C | 0.00 | | V/C | 0.26 | | V/C | 0.13 | | 0.588 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.20 | | RTOG | -0.20 | | RTOG | 0.26 | | RTOG | 0.39 | | Right Turn Adjustment |
| RTOR | 0.13 | | RTOR | 0.09 | | RTOR | 0.20 | | RTOR | 0.20 | | |
| RTC | 0.29 | | RTC | -0.13 | | RTC | 0.41 | | RTC | 0.54 | | |
| Addl ICU | -0.17 | | Addl ICU | 0.13 | | Addl ICU | -0.25 | | Addl ICU | -0.54 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.64 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 550 | 869 | 564 | 142 | 589 | 256 | 190 | 1204 | 182 | 482 | 1958 | 489 | Volume |
| 0.16 | 0.17 | 0.17 | 0.04 | 0.17 | 0.15 | 0.06 | 0.18 | 0.11 | 0.14 | 0.38 | 0.29 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.17 | V/C | | 0.06 | V/C | | 0.38 | 0.775 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.29 | RTOG | | 0.17 | RTOG | | 0.30 | RTOG | | 0.38 | Right Turn Adjustment |
| RTOR | | 0.26 | RTOR | | 0.06 | RTOR | | 0.16 | RTOR | | 0.16 | |
| RTC | | 0.49 | RTC | | 0.22 | RTC | | 0.42 | RTC | | 0.51 | |
| Addl ICU | | -0.32 | Addl ICU | | -0.06 | Addl ICU | | -0.31 | Addl ICU | | -0.22 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.82 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 734 | 2156 | 512 | 422 | 830 | 183 | 209 | 574 | 226 | 419 | 494 | 424 | Volume |
| 0.22 | 0.42 | 0.00 | 0.12 | 0.16 | 0.11 | 0.06 | 0.11 | 0.00 | 0.12 | 0.10 | 0.25 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.42 | V/C | | 0.12 | V/C | | 0.11 | V/C | | 0.12 | 0.783 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.33 | RTOG | | 0.11 | RTOG | | 0.17 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.14 | RTOR | | 0.38 | RTOR | | 0.12 | |
| RTC | | 0.52 | RTC | | 0.44 | RTC | | 0.40 | RTC | | 0.27 | |
| Addl ICU | | -0.52 | Addl ICU | | -0.33 | Addl ICU | | -0.40 | Addl ICU | | -0.02 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 1.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 3779 | 1321 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 751 | 3000 | 958 | 221 | 1487 | 281 | 386 | 135 | 243 | 622 | 696 | 459 | Volume |
| 0.22 | 0.44 | 0.56 | 0.07 | 0.22 | 0.17 | 0.10 | 0.10 | 0.07 | 0.18 | 0.27 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.44 | V/C | | 0.07 | V/C | | 0.10 | V/C | | 0.27 | 0.881 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.44 | RTOG | | 0.29 | RTOG | | 0.19 | RTOG | | 0.27 | Right Turn Adjustment |
| RTOR | | 0.27 | RTOR | | 0.10 | RTOR | | 0.29 | RTOR | | 0.07 | |
| RTC | | 0.65 | RTC | | 0.36 | RTC | | 0.41 | RTC | | 0.32 | |
| Addl ICU | | -0.08 | Addl ICU | | -0.20 | Addl ICU | | -0.34 | Addl ICU | | -0.14 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.93 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 4063 | 315 | 493 | 1869 | 0 | 538 | 0 | 365 | 0 | 0 | 0 | Volume |
| 0.00 | 0.60 | 0.19 | 0.15 | 0.27 | 0.00 | 0.13 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.60 | V/C | | 0.15 | V/C | | 0.13 | V/C | | 0.00 | 0.869 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.60 | RTOG | | 0.74 | RTOG | | 0.13 | RTOG | | -0.13 | Right Turn Adjustment |
| RTOR | | 0.13 | RTOR | | 0.13 | RTOR | | 0.47 | RTOR | | 0.15 | |
| RTC | | 0.69 | RTC | | 0.84 | RTC | | 0.48 | RTC | | -0.02 | |
| Addl ICU | | -0.51 | Addl ICU | | -0.84 | Addl ICU | | -0.33 | Addl ICU | | 0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.92 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4973 | 127 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 5 | 3707 | 95 | 112 | 1967 | 73 | 131 | 9 | 75 | 52 | 5 | 104 | Volume |
| 0.00 | 0.75 | 0.75 | 0.07 | 0.39 | 0.04 | 0.08 | 0.01 | 0.04 | 0.03 | 0.00 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.75 | V/C | | 0.07 | V/C | | 0.08 | V/C | | 0.00 | 0.891 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.75 | RTOG | | 0.81 | RTOG | | 0.05 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.08 | RTOR | | 0.43 | RTOR | | 0.07 | |
| RTC | | 0.80 | RTC | | 0.87 | RTC | | 0.37 | RTC | | 0.05 | |
| Addl ICU | | -0.06 | Addl ICU | | -0.82 | Addl ICU | | -0.32 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.95 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 213 | 1857 | 145 | 678 | 1225 | 220 | 354 | 265 | 92 | 196 | 84 | 1613 | Volume |
| 0.13 | 0.36 | 0.09 | 0.20 | 0.24 | 0.13 | 0.10 | 0.16 | 0.05 | 0.06 | 0.05 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.36 | V/C | | 0.20 | V/C | | 0.16 | V/C | | 0.06 | 0.777 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.36 | RTOG | | 0.44 | RTOG | | 0.16 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.16 | RTOR | | 0.32 | RTOR | | 0.20 | |
| RTC | | 0.41 | RTC | | 0.56 | RTC | | 0.40 | RTC | | 0.26 | |
| Addl ICU | | -0.32 | Addl ICU | | -0.43 | Addl ICU | | -0.34 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 2 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 3400 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 70 | 0 | 145 | 0 | 1797 | 138 | 232 | 2749 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.04 | 0.00 | 0.26 | 0.08 | 0.07 | 0.54 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.54 | 0.580 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.04 | RTOG | | 0.04 | RTOG | | 0.47 | RTOG | | 0.54 | Right Turn Adjustment |
| RTOR | | 0.27 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.16 | RTC | | 0.04 | RTC | | 0.50 | RTC | | 0.57 | |
| Addl ICU | | -0.16 | Addl ICU | | 0.00 | Addl ICU | | -0.42 | Addl ICU | | -0.57 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.63 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4579 | 521 | Total Saturation |
| 198 | 0 | 481 | 0 | 0 | 0 | 0 | 1798 | 215 | 0 | 2840 | 323 | Volume |
| 0.12 | 0.00 | 0.28 | 0.00 | 0.00 | 0.00 | 0.00 | 0.53 | 0.00 | 0.00 | 0.62 | 0.62 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.62 | 0.737 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | -0.12 | RTOG | | 0.62 | RTOG | | 0.62 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.00 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | 0.19 | RTC | | -0.12 | RTC | | 0.71 | RTC | | 0.71 | |
| Addl ICU | | 0.10 | Addl ICU | | 0.12 | Addl ICU | | -0.71 | Addl ICU | | -0.09 | |
| | | 0.10 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.88 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 873 | 1295 | 238 | 228 | 679 | 872 | 776 | 1247 | 431 | 182 | 2002 | 332 | Volume |
| 0.26 | 0.25 | 0.00 | 0.07 | 0.13 | 0.00 | 0.15 | 0.24 | 0.25 | 0.05 | 0.39 | 0.20 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.26 | V/C | | 0.13 | V/C | | 0.15 | V/C | | 0.39 | 0.935 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.32 | RTOG | | 0.13 | RTOG | | 0.49 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.30 | RTOR | | 0.15 | RTOR | | 0.26 | RTOR | | 0.14 | |
| RTC | | 0.55 | RTC | | 0.25 | RTC | | 0.68 | RTC | | 0.49 | |
| Addl ICU | | -0.55 | Addl ICU | | -0.25 | Addl ICU | | -0.43 | Addl ICU | | -0.30 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.99 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 4993 | 107 | 1700 | 476 | 1224 | 1700 | 1700 | 1700 | Total Saturation |
| 52 | 2224 | 320 | 56 | 1254 | 27 | 26 | 44 | 113 | 117 | 29 | 103 | Volume |
| 0.03 | 0.44 | 0.00 | 0.03 | 0.25 | 0.25 | 0.02 | 0.09 | 0.09 | 0.07 | 0.02 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.44 | V/C | | 0.03 | V/C | | 0.09 | V/C | | 0.07 | 0.630 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.44 | RTOG | | 0.44 | RTOG | | 0.09 | RTOG | | 0.15 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.14 | RTOR | | 0.22 | RTOR | | 0.03 | |
| RTC | | 0.49 | RTC | | 0.55 | RTC | | 0.26 | RTC | | 0.17 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.30 | Addl ICU | | -0.16 | Addl ICU | | -0.11 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5075 | 25 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 20 | 2098 | 337 | 82 | 1805 | 9 | 45 | 23 | 138 | 308 | 14 | 134 | Volume |
| 0.01 | 0.41 | 0.00 | 0.02 | 0.36 | 0.36 | 0.03 | 0.01 | 0.00 | 0.09 | 0.01 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.09 | 0.540 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.42 | RTOG | | 0.01 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.10 | RTOR | | 0.08 | RTOR | | 0.02 | |
| RTC | | 0.48 | RTC | | 0.50 | RTC | | 0.07 | RTC | | 0.10 | |
| Addl ICU | | -0.48 | Addl ICU | | -0.14 | Addl ICU | | -0.07 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.59 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2473 | 927 | Total Saturation |
| 22 | 1087 | 363 | 165 | 1136 | 845 | 1177 | 550 | 6 | 137 | 352 | 132 | Volume |
| 0.01 | 0.21 | 0.00 | 0.05 | 0.22 | 0.00 | 0.35 | 0.16 | 0.00 | 0.04 | 0.14 | 0.14 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.21 | V/C | | 0.05 | V/C | | 0.35 | V/C | | 0.14 | 0.750 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.25 | RTOG | | 0.45 | RTOG | | 0.14 | Right Turn Adjustment |
| RTOR | | 0.33 | RTOR | | 0.35 | RTOR | | 0.04 | RTOR | | 0.05 | |
| RTC | | 0.46 | RTC | | 0.51 | RTC | | 0.48 | RTC | | 0.18 | |
| Addl ICU | | -0.46 | Addl ICU | | -0.51 | Addl ICU | | -0.47 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.80 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5098 | 2 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3208 | 1077 | 0 | 2274 | 1 | 0 | 0 | 0 | 150 | 0 | 528 | Volume |
| 0.00 | 0.47 | 0.00 | 0.00 | 0.45 | 0.45 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.47 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.09 | 0.560 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.47 | RTOG | | 0.47 | RTOG | | -0.09 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.03 | RTOR | | 0.00 | |
| RTC | | 0.54 | RTC | | 0.54 | RTC | | -0.07 | RTC | | 0.09 | |
| Addl ICU | | -0.54 | Addl ICU | | -0.09 | Addl ICU | | 0.07 | Addl ICU | | 0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.02 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 2102 | 0 | 0 | 1561 | 977 | 2332 | 0 | 293 | 0 | 0 | 0 | Volume |
| 0.00 | 0.41 | 0.00 | 0.00 | 0.31 | 0.00 | 0.46 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.41 | V/C | | 0.00 | V/C | | 0.46 | V/C | | 0.00 | 0.869 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.41 | RTOG | | 0.46 | RTOG | | -0.46 | Right Turn Adjustment |
| RTOR | | 0.46 | RTOR | | 0.46 | RTOR | | 0.11 | RTOR | | 0.00 | |
| RTC | | 0.76 | RTC | | 0.76 | RTC | | 0.54 | RTC | | -0.46 | |
| Addl ICU | | -0.76 | Addl ICU | | -0.76 | Addl ICU | | -0.36 | Addl ICU | | 0.46 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.92 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 158 | 0 | 143 | 0 | 1264 | 333 | 400 | 1376 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.04 | 0.00 | 0.37 | 0.20 | 0.12 | 0.40 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.09 | V/C | | 0.37 | V/C | | 0.12 | 0.582 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.09 | RTOG | | 0.09 | RTOG | | 0.37 | RTOG | | 0.49 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.08 | RTOR | | 0.09 | RTOR | | 0.09 | |
| RTC | | 0.00 | RTC | | 0.16 | RTC | | 0.44 | RTC | | 0.56 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.11 | Addl ICU | | -0.25 | Addl ICU | | -0.56 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.63 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 500 | 0 | 526 | 0 | 0 | 0 | 0 | 1144 | 282 | 332 | 1278 | 0 | Volume |
| 0.15 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.34 | 0.00 | 0.20 | 0.38 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.15 | V/C | | 0.00 | V/C | | 0.34 | V/C | | 0.20 | 0.679 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | -0.15 | RTOG | | 0.34 | RTOG | | 0.53 | Right Turn Adjustment |
| RTOR | | 0.20 | RTOR | | 0.16 | RTOR | | 0.15 | RTOR | | 0.15 | |
| RTC | | 0.29 | RTC | | -0.03 | RTC | | 0.45 | RTC | | 0.64 | |
| Addl ICU | | -0.14 | Addl ICU | | 0.03 | Addl ICU | | -0.45 | Addl ICU | | -0.64 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.73 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 210 | 86 | 456 | 35 | 61 | 17 | 5 | 1241 | 182 | 178 | 1099 | 103 | Volume |
| 0.12 | 0.05 | 0.27 | 0.02 | 0.02 | 0.01 | 0.00 | 0.37 | 0.11 | 0.10 | 0.32 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.12 | V/C | | 0.02 | V/C | | 0.37 | V/C | | 0.10 | 0.611 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.02 | RTOG | | 0.37 | RTOG | | 0.47 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.15 | RTOR | | 0.12 | RTOR | | 0.09 | |
| RTC | | 0.20 | RTC | | 0.13 | RTC | | 0.46 | RTC | | 0.53 | |
| Addl ICU | | 0.07 | Addl ICU | | -0.12 | Addl ICU | | -0.35 | Addl ICU | | -0.47 | |
| | | 0.07 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.73 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 0.5 | 0.0 | 0.5 | 0.5 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 1298 | 402 | 416 | 535 | 1165 | 522 | Total Saturation |
| 31 | 440 | 14 | 34 | 304 | 72 | 155 | 48 | 46 | 17 | 37 | 59 | Volume |
| 0.04 | 0.26 | 0.02 | 0.04 | 0.18 | 0.08 | 0.12 | 0.11 | 0.11 | 0.03 | 0.06 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.26 | V/C | | 0.04 | V/C | | 0.12 | V/C | | 0.06 | 0.475 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.26 | RTOG | | 0.26 | RTOG | | 0.14 | RTOG | | 0.06 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.12 | RTOR | | 0.12 | RTOR | | 0.04 | |
| RTC | | 0.30 | RTC | | 0.35 | RTC | | 0.23 | RTC | | 0.09 | |
| Addl ICU | | -0.29 | Addl ICU | | -0.27 | Addl ICU | | -0.12 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.53 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 1 | 2 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 1700 | 3400 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 269 | 324 | 92 | 130 | 143 | 359 | 575 | 1565 | 193 | 107 | 2507 | 325 | Volume |
| 0.08 | 0.10 | 0.05 | 0.08 | 0.08 | 0.11 | 0.17 | 0.31 | 0.11 | 0.03 | 0.49 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.10 | V/C | | 0.08 | V/C | | 0.17 | V/C | | 0.49 | 0.832 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.09 | RTOG | | 0.63 | RTOG | | 0.49 | Right Turn Adjustment |
| RTOR | | 0.35 | RTOR | | 0.17 | RTOR | | 0.09 | RTOR | | 0.08 | |
| RTC | | 0.36 | RTC | | 0.22 | RTC | | 0.69 | RTC | | 0.55 | |
| Addl ICU | | -0.31 | Addl ICU | | -0.11 | Addl ICU | | -0.58 | Addl ICU | | -0.36 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.88 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3145 | 255 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3062 | 338 | Total Saturation |
| 372 | 358 | 29 | 52 | 291 | 665 | 767 | 567 | 339 | 28 | 580 | 64 | Volume |
| 0.11 | 0.11 | 0.11 | 0.03 | 0.09 | 0.39 | 0.23 | 0.17 | 0.20 | 0.02 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.11 | | V/C | 0.09 | | V/C | 0.23 | | V/C | 0.19 | | 0.610 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.16 | | RTOG | 0.09 | | RTOG | 0.40 | | RTOG | 0.19 | | Right Turn Adjustment |
| RTOR | 0.25 | | RTOR | 0.23 | | RTOR | 0.11 | | RTOR | 0.08 | | |
| RTC | 0.35 | | RTC | 0.25 | | RTC | 0.48 | | RTC | 0.25 | | |
| Addl ICU | -0.24 | | Addl ICU | 0.14 | | Addl ICU | -0.28 | | Addl ICU | -0.06 | | |
| | 0.00 | | | 0.14 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 414 | 0 | 254 | 229 | 678 | 0 | 0 | 957 | 528 | Volume |
| 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.15 | 0.13 | 0.20 | 0.00 | 0.00 | 0.28 | 0.31 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.13 | V/C | | 0.28 | 0.538 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.12 | RTOG | | 0.12 | RTOG | | 0.42 | RTOG | | 0.28 | Right Turn Adjustment |
| RTOR | | 0.22 | RTOR | | 0.13 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | 0.04 | RTC | | 0.22 | RTC | | 0.51 | RTC | | 0.37 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.07 | Addl ICU | | -0.51 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.59 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 223 | 0 | 150 | 0 | 0 | 0 | 0 | 1809 | 141 | 94 | 3143 | 0 | Volume |
| 0.13 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.08 | 0.06 | 0.62 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.13 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.62 | 0.747 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | -0.13 | RTOG | | 0.56 | RTOG | | 0.62 | Right Turn Adjustment |
| RTOR | | 0.26 | RTOR | | 0.00 | RTOR | | 0.13 | RTOR | | 0.13 | |
| RTC | | 0.33 | RTC | | -0.13 | RTC | | 0.66 | RTC | | 0.71 | |
| Addl ICU | | -0.24 | Addl ICU | | 0.13 | Addl ICU | | -0.58 | Addl ICU | | -0.71 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 95 | 448 | 136 | 450 | 566 | 319 | 382 | 1033 | 150 | 157 | 762 | 398 | Volume |
| 0.06 | 0.13 | 0.08 | 0.13 | 0.17 | 0.19 | 0.11 | 0.30 | 0.09 | 0.05 | 0.22 | 0.23 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.13 | V/C | | 0.13 | V/C | | 0.30 | V/C | | 0.05 | 0.614 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.13 | RTOG | | 0.21 | RTOG | | 0.30 | RTOG | | 0.24 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.13 | RTOR | | 0.10 | RTOR | | 0.13 | |
| RTC | | 0.17 | RTC | | 0.30 | RTC | | 0.38 | RTC | | 0.34 | |
| Addl ICU | | -0.09 | Addl ICU | | -0.12 | Addl ICU | | -0.29 | Addl ICU | | -0.10 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.66 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|-----------|-----------|-----------|-------|-----------|-------|-----------------------|--------------|------|--------------------|------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 639 | 466 | 256 | 109 | 653 | 273 | 218 | 1043 | 670 | 251 | 957 | 81 | Volume |
| 0.19 | 0.14 | 0.15 | 0.06 | 0.19 | 0.16 | 0.06 | 0.20 | 0.00 | 0.07 | 0.19 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | Direction | SBT | Direction | EBT | Direction | WBL | Initial ICU | | | | |
| V/C | 0.19 | V/C | 0.19 | V/C | 0.20 | V/C | 0.07 | 0.658 | | | | |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.32 | RTOG | 0.19 | RTOG | 0.20 | RTOG | 0.21 | Right Turn Adjustment | | | | |
| RTOR | 0.07 | RTOR | 0.09 | RTOR | 0.19 | RTOR | 0.24 | 0.00 | | | | |
| RTC | 0.37 | RTC | 0.26 | RTC | 0.35 | RTC | 0.40 | 0.00 | | | | |
| Addl ICU | -0.22 | Addl ICU | -0.10 | Addl ICU | -0.35 | Addl ICU | -0.35 | 0.00 | | | | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.71 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 1700 | 7890 | 610 | 3400 | 1700 | 3400 | 3400 | 2092 | 1308 | Total Saturation |
| 520 | 2747 | 78 | 36 | 2701 | 209 | 337 | 80 | 800 | 110 | 72 | 45 | Volume |
| 0.15 | 0.40 | 0.05 | 0.02 | 0.34 | 0.34 | 0.10 | 0.05 | 0.24 | 0.03 | 0.03 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.15 | V/C | | 0.34 | V/C | | 0.10 | V/C | | 0.03 | 0.629 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.47 | RTOG | | 0.34 | RTOG | | 0.10 | RTOG | | 0.03 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.10 | RTOR | | 0.15 | RTOR | | 0.09 | |
| RTC | | 0.54 | RTC | | 0.42 | RTC | | 0.22 | RTC | | 0.10 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.07 | Addl ICU | | 0.02 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.02 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 431 | 1269 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 321 | 34 | 100 | 36 | 61 | 114 | 34 | 1416 | 260 | 60 | 1099 | 9 | Volume |
| 0.09 | 0.08 | 0.08 | 0.02 | 0.04 | 0.07 | 0.02 | 0.42 | 0.15 | 0.04 | 0.32 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.09 | V/C | | 0.04 | V/C | | 0.42 | V/C | | 0.04 | 0.582 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.04 | RTOG | | 0.42 | RTOG | | 0.43 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.13 | RTOR | | 0.09 | RTOR | | 0.05 | |
| RTC | | 0.14 | RTC | | 0.13 | RTC | | 0.49 | RTC | | 0.47 | |
| Addl ICU | | -0.06 | Addl ICU | | -0.07 | Addl ICU | | -0.33 | Addl ICU | | -0.47 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.63 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 100 | 120 | 130 | 250 | 101 | 186 | 149 | 1515 | 64 | 253 | 2707 | 374 | Volume |
| 0.06 | 0.07 | 0.08 | 0.07 | 0.06 | 0.11 | 0.09 | 0.30 | 0.04 | 0.15 | 0.53 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.07 | V/C | | 0.09 | V/C | | 0.53 | 0.763 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | 0.09 | RTOG | | 0.47 | RTOG | | 0.53 | Right Turn Adjustment |
| RTOR | | 0.32 | RTOR | | 0.09 | RTOR | | 0.08 | RTOR | | 0.07 | |
| RTC | | 0.31 | RTC | | 0.15 | RTC | | 0.53 | RTC | | 0.59 | |
| Addl ICU | | -0.24 | Addl ICU | | -0.04 | Addl ICU | | -0.50 | Addl ICU | | -0.37 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.81 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2859 | 541 | 1700 | 3279 | 121 | 1700 | 532 | 1168 | 1700 | 1063 | 638 | Total Saturation |
| 51 | 586 | 111 | 5 | 462 | 17 | 52 | 46 | 101 | 67 | 15 | 9 | Volume |
| 0.03 | 0.21 | 0.21 | 0.00 | 0.14 | 0.14 | 0.03 | 0.09 | 0.09 | 0.04 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.21 | V/C | | 0.00 | V/C | | 0.09 | V/C | | 0.04 | 0.334 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.18 | RTOG | | 0.09 | RTOG | | 0.10 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.11 | RTOR | | 0.07 | RTOR | | 0.00 | |
| RTC | | 0.23 | RTC | | 0.26 | RTC | | 0.14 | RTC | | 0.10 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.12 | Addl ICU | | -0.05 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | Total Saturation |
| 28 | 758 | 186 | 24 | 728 | 5 | 15 | 45 | 68 | 151 | 16 | 61 | Volume |
| 0.03 | 0.45 | 0.22 | 0.03 | 0.43 | 0.01 | 0.02 | 0.03 | 0.08 | 0.18 | 0.01 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.45 | V/C | | 0.03 | V/C | | 0.03 | V/C | | 0.18 | 0.678 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.45 | RTOG | | 0.44 | RTOG | | 0.03 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.19 | RTOR | | 0.05 | RTOR | | 0.03 | |
| RTC | | 0.58 | RTC | | 0.59 | RTC | | 0.06 | RTC | | 0.21 | |
| Addl ICU | | -0.36 | Addl ICU | | -0.58 | Addl ICU | | 0.02 | Addl ICU | | -0.14 | |
| | | 0.00 | | | 0.00 | | | 0.02 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.75 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3186 | 214 | 1700 | 3010 | 390 | 1700 | 383 | 1318 | 1700 | 850 | 850 | Total Saturation |
| 27 | 686 | 46 | 5 | 579 | 75 | 122 | 18 | 62 | 33 | 5 | 5 | Volume |
| 0.02 | 0.22 | 0.22 | 0.00 | 0.19 | 0.19 | 0.07 | 0.05 | 0.05 | 0.02 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.22 | V/C | | 0.00 | V/C | | 0.07 | V/C | | 0.01 | 0.296 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.20 | RTOG | | 0.06 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.07 | RTOR | | 0.03 | RTOR | | 0.00 | |
| RTC | | 0.24 | RTC | | 0.26 | RTC | | 0.08 | RTC | | 0.01 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.06 | Addl ICU | | -0.03 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.35 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1407 | 293 | 850 | 1648 | 52 | 850 | 1587 | 113 | 850 | 1654 | 46 | Total Saturation |
| 24 | 139 | 29 | 27 | 159 | 5 | 5 | 324 | 23 | 24 | 326 | 9 | Volume |
| 0.03 | 0.10 | 0.10 | 0.03 | 0.10 | 0.10 | 0.01 | 0.20 | 0.20 | 0.03 | 0.20 | 0.20 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.03 | V/C | | 0.10 | V/C | | 0.20 | V/C | | 0.03 | 0.357 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.10 | RTOG | | 0.20 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.04 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.11 | RTC | | 0.12 | RTC | | 0.23 | RTC | | 0.25 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.03 | Addl ICU | | -0.02 | Addl ICU | | -0.05 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.41 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 122 | 0 | 17 | 0 | 0 | 0 | 0 | 1710 | 173 | 76 | 2916 | 0 | Volume |
| 0.07 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.34 | 0.10 | 0.04 | 0.57 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.07 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.57 | 0.644 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.07 | RTOG | | -0.07 | RTOG | | 0.53 | RTOG | | 0.57 | Right Turn Adjustment |
| RTOR | | 0.24 | RTOR | | 0.00 | RTOR | | 0.07 | RTOR | | 0.07 | |
| RTC | | 0.25 | RTC | | -0.07 | RTC | | 0.58 | RTC | | 0.63 | |
| Addl ICU | | -0.24 | Addl ICU | | 0.07 | Addl ICU | | -0.48 | Addl ICU | | -0.63 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.69 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 24 | 57 | 0 | 0 | 28 | 150 | 121 | 0 | 17 | 0 | 0 | 0 | Volume |
| 0.01 | 0.03 | 0.00 | 0.00 | 0.02 | 0.09 | 0.07 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.03 | V/C | | 0.00 | V/C | | 0.07 | V/C | | 0.00 | 0.105 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.02 | RTOG | | 0.07 | RTOG | | -0.07 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.07 | RTOR | | 0.02 | RTOR | | 0.00 | |
| RTC | | 0.09 | RTC | | 0.07 | RTC | | 0.08 | RTC | | -0.07 | |
| Addl ICU | | -0.09 | Addl ICU | | 0.02 | Addl ICU | | -0.07 | Addl ICU | | 0.07 | |
| | | 0.00 | | | 0.02 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.17 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 100 | 1600 | 0 | 0 | 1334 | 366 | Total Saturation |
| 0 | 0 | 0 | 26 | 0 | 44 | 22 | 352 | 0 | 0 | 313 | 86 | Volume |
| 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.05 | 0.22 | 0.22 | 0.00 | 0.00 | 0.23 | 0.23 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.22 | V/C | | 0.23 | 0.485 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.03 | RTOG | | 0.03 | RTOG | | 0.45 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.23 | RTOR | | 0.22 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.15 | RTC | | 0.20 | RTC | | 0.48 | RTC | | 0.26 | |
| Addl ICU | | -0.15 | Addl ICU | | -0.14 | Addl ICU | | -0.48 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.54 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1614 | 86 | Total Saturation |
| 0 | 0 | 0 | 33 | 0 | 28 | 40 | 324 | 0 | 0 | 376 | 20 | Volume |
| 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.03 | 0.02 | 0.19 | 0.00 | 0.00 | 0.23 | 0.23 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.04 | V/C | | 0.02 | V/C | | 0.23 | 0.295 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.04 | RTOG | | 0.04 | RTOG | | 0.26 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.02 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.01 | RTC | | 0.06 | RTC | | 0.29 | RTC | | 0.26 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.02 | Addl ICU | | -0.29 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | | Clearance Interval |
| | | | | | | | | | | | | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.35 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 56 | 16 | 38 | 60 | 23 | 87 | 87 | 1810 | 64 | 98 | 3192 | 104 | Volume |
| 0.03 | 0.01 | 0.02 | 0.04 | 0.01 | 0.05 | 0.05 | 0.35 | 0.04 | 0.06 | 0.63 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.03 | | V/C | 0.01 | | V/C | 0.05 | | V/C | 0.63 | | 0.724 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.01 | | RTOG | 0.01 | | RTOG | 0.62 | | RTOG | 0.63 | | Right Turn Adjustment |
| RTOR | 0.32 | | RTOR | 0.05 | | RTOR | 0.03 | | RTOR | 0.04 | | |
| RTC | 0.25 | | RTC | 0.05 | | RTC | 0.64 | | RTC | 0.65 | | |
| Addl ICU | -0.23 | | Addl ICU | 0.00 | | Addl ICU | -0.61 | | Addl ICU | -0.59 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|---|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1640 | 60 | 1700 | 1595 | 105 | 1700 | 1600 | 100 | 1700 | 1502 | 198 | Total Saturation |
| 40 | 136 | 5 | 37 | 121 | 8 | 12 | 303 | 19 | 5 | 333 | 44 | Volume |
| 0.02 | 0.08 | 0.08 | 0.02 | 0.08 | 0.08 | 0.01 | 0.19 | 0.19 | 0.00 | 0.22 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.08 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.22 | 0.334 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | 0.08 | RTOG | | 0.23 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.01 | RTOR | | 0.03 | RTOR | | 0.02 | |
| RTC | | 0.11 | RTC | | 0.09 | RTC | | 0.25 | RTC | | 0.24 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.01 | Addl ICU | | -0.06 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|---|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 145 | 0 | 200 | 225 | 703 | 0 | 0 | 1057 | 224 | Volume |
| 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.12 | 0.13 | 0.21 | 0.00 | 0.00 | 0.31 | 0.13 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | N/A | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.00 | | V/C | 0.09 | | V/C | 0.13 | | V/C | 0.31 | | 0.529 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | -0.09 | | RTOG | 0.09 | | RTOG | 0.44 | | RTOG | 0.31 | | Right Turn Adjustment |
| RTOR | 0.24 | | RTOR | 0.13 | | RTOR | 0.09 | | RTOR | 0.09 | | |
| RTC | 0.09 | | RTC | 0.18 | | RTC | 0.51 | | RTC | 0.37 | | |
| Addl ICU | -0.09 | | Addl ICU | -0.07 | | Addl ICU | -0.51 | | Addl ICU | -0.24 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 968 | 732 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 212 | 93 | 414 | 73 | 37 | 28 | 42 | 1787 | 262 | 375 | 2855 | 169 | Volume |
| 0.12 | 0.05 | 0.24 | 0.04 | 0.04 | 0.04 | 0.02 | 0.35 | 0.15 | 0.11 | 0.56 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.12 | V/C | | 0.04 | V/C | | 0.02 | V/C | | 0.56 | 0.747 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.04 | RTOG | | 0.47 | RTOG | | 0.56 | Right Turn Adjustment |
| RTOR | | 0.23 | RTOR | | 0.02 | RTOR | | 0.12 | RTOR | | 0.11 | |
| RTC | | 0.30 | RTC | | 0.06 | RTC | | 0.57 | RTC | | 0.64 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.02 | Addl ICU | | -0.41 | Addl ICU | | -0.54 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

INTERSECTION ANALYSIS WORKSHEETS

**POST YEAR 2035 – WITH STADIUM
2012 MODIFIED PROJECT OPTION 1
PM PEAK HOUR**

IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Impact Analysis Report
 Level Of Service

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|------|-------------|---------|--------|-------------|---------|--------------|
| | LOS | Del/ Veh | V/ C | LOS | Del/ Veh | V/ C | |
| # 1 "B" St & Driveway 1 | A | 9.7 | 0.004 | A | 9.7 | 0.004 | + 0.000 D/V |
| # 2 "B" St & Driveway 2 | A | 9.9 | 0.037 | A | 9.9 | 0.037 | + 0.000 D/V |
| # 3 Driveway 3 & "LQ" St | A | 10.0 | 0.023 | A | 10.0 | 0.023 | + 0.000 D/V |
| # 4 Driveway 4 & "LQ" St | B | 14.6 | 0.033 | B | 14.6 | 0.033 | + 0.000 D/V |
| # 5 "LQ" St & Driveway 5 | B | 10.0 | 0.035 | B | 10.0 | 0.035 | + 0.000 D/V |
| # 6 "LQ" St & Driveway 6 | C | 15.5 | 0.107 | C | 15.5 | 0.107 | + 0.000 D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 D/V |
| #282 Jeffrey Rd & Portola Pkwy | D | xxxxxx | 0.818 | D | xxxxxx | 0.818 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxxx | 0.972 | E | xxxxxx | 0.972 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | C | xxxxxx | 0.798 | C | xxxxxx | 0.798 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | D | xxxxxx | 0.894 | D | xxxxxx | 0.894 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | B | xxxxxx | 0.635 | B | xxxxxx | 0.635 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | D | xxxxxx | 0.809 | D | xxxxxx | 0.809 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | D | xxxxxx | 0.893 | D | xxxxxx | 0.893 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | C | 33.3 | 0.958 | C | 33.3 | 0.958 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 19.3 | 0.896 | B | 19.3 | 0.896 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxxx | 1.210 | F | xxxxxx | 1.210 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | A | 7.6 | 0.566 | A | 7.6 | 0.566 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 18.7 | 0.892 | B | 18.7 | 0.892 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | F | xxxxxx | 1.023 | F | xxxxxx | 1.023 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | C | xxxxxx | 0.719 | C | xxxxxx | 0.719 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxxx | 0.580 | A | xxxxxx | 0.580 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | D | xxxxxx | 0.804 | D | xxxxxx | 0.804 | + 0.000 V/C |

IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

| Intersection | Base Del/ LOS | V/ Veh C | Future | | | Change in | | |
|-------------------------------------|---------------------|----------------|-------------|----------------|--------|--------------|---------|-----|
| | | | Del/ LOS | V/ Veh C | Change | | | |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | A | 7.5 | 0.596 | A | 7.5 | 0.596 | + 0.000 | D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 23.3 | 0.862 | C | 23.3 | 0.862 | + 0.000 | D/V |
| #444 Sand Canyon Ave & Burt Rd | F | xxxxxx | 1.005 | F | xxxxxx | 1.005 | + 0.000 | V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 12.8 | 0.563 | B | 12.8 | 0.563 | + 0.000 | D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | C | 20.7 | 0.599 | C | 20.7 | 0.599 | + 0.000 | D/V |
| #556 Ridge Valley & Portola Pkwy | E | xxxxxx | 0.902 | E | xxxxxx | 0.902 | + 0.000 | V/C |
| #557 "O" St & "C" St | A | 2.8 | 0.270 | A | 2.8 | 0.270 | + 0.000 | V/C |
| #558 "O" St & Irvine Blvd | D | xxxxxx | 0.888 | D | xxxxxx | 0.888 | + 0.000 | V/C |
| #559 "O" St & Trabuco Rd | C | xxxxxx | 0.721 | C | xxxxxx | 0.721 | + 0.000 | V/C |
| #560 "O" St & Marine Wy | C | xxxxxx | 0.724 | C | xxxxxx | 0.724 | + 0.000 | V/C |
| #563 "B" St & Irvine Blvd | C | xxxxxx | 0.756 | C | xxxxxx | 0.756 | + 0.000 | V/C |
| #566 Marine Wy & Barranca Pkwy | B | xxxxxx | 0.670 | B | xxxxxx | 0.670 | + 0.000 | V/C |
| #567 Marine Wy & Alton Pkwy | B | xxxxxx | 0.663 | B | xxxxxx | 0.663 | + 0.000 | V/C |
| #569 Bake Pkwy & Marine Wy | D | xxxxxx | 0.827 | D | xxxxxx | 0.827 | + 0.000 | V/C |
| #571 Portola Springs & Portola Pkwy | B | xxxxxx | 0.656 | B | xxxxxx | 0.656 | + 0.000 | V/C |
| #572 Modjeska/"A" St & Irvine Blvd | D | xxxxxx | 0.844 | D | xxxxxx | 0.844 | + 0.000 | V/C |
| #603 "O" St & "LN" St | A | xxxxxx | 0.319 | A | xxxxxx | 0.319 | + 0.000 | V/C |
| #605 "O" St & "LQ" St | A | 3.5 | 0.447 | A | 3.5 | 0.447 | + 0.000 | V/C |
| #608 "O" St & "LV" St | A | xxxxxx | 0.345 | A | xxxxxx | 0.345 | + 0.000 | V/C |
| #626 "LY" St & "LQ" St | A | 4.8 | 0.383 | A | 4.8 | 0.383 | + 0.000 | V/C |
| #627 "LY" St & Irvine Blvd | B | xxxxxx | 0.635 | B | xxxxxx | 0.635 | + 0.000 | V/C |
| #631 "LY" St & Trabuco Rd | A | 9.8 | 0.097 | A | 9.8 | 0.097 | + 0.000 | D/V |
| #782 "A" St & "LQ" St | A | 4.4 | 0.364 | A | 4.4 | 0.364 | + 0.000 | V/C |
| #787 "Z" St & "LQ" St | B | 14.0 | 0.015 | B | 14.0 | 0.015 | + 0.000 | D/V |
| #790 "Z" St & Irvine Blvd | C | xxxxxx | 0.775 | C | xxxxxx | 0.775 | + 0.000 | V/C |

IUSD High School #5 TIA
Post Year 2035 With Stadium
2012 Modified Project Option 1

| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #798 "B" St & "LQ" St | A | xxxxx 0.413 | A | xxxxx 0.413 | + 0.000 V/C |
| #799 "B" St & Marine Wy | D | xxxxx 0.814 | D | xxxxx 0.814 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D | xxxxx 0.801 | D | xxxxx 0.801 | + 0.000 V/C |

IUSD High School #5 TIA
Post Year 2035 With Stadium
2012 Modified Project Option 1

Signal Warrant Summary Report

| Intersection | Base Met | Future Met |
|---------------------------|-------------|-------------|
| | [Del / Vol] | [Del / Vol] |
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 268 | 4 | 0 | 259 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 9.7 | | | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=3]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=534]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|---|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 268 | | 4 | | 0 | 259 | | 0 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 3 |
| Major Street Volume: | | | | | 531 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 3 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 388 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 163 | 7 | 53 | 231 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 21 | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 9.9 | | | | | | | | |

 Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=27]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=481]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|----|-----|------------|---|---|------------|---|---|---|---|----|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 163 | 7 | | 53 | 231 | 0 | | 0 | 0 | 0 | 0 | 6 | 0 | 21 | | | |
| Major Street Volume: | | | | | | | 454 | | | | | | | | | | | |
| Minor Approach Volume: | | | | | | | 27 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | 557 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|-------------|---|---|-------------|---|----|--------------|-----|---|--------------|-----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 17 | 14 | 387 | 0 | 0 | 300 | 7 |
| ApproachDel: | xxxxxx | | | 10.0 | | | xxxxxx | | | xxxxxx | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=17]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=725]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|----|----|---|--------------|---|---|---|---|-----|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | | 0 | | 0 | 0 | | 0 | | 17 | 14 | | 387 | | 0 | 0 | | 300 | | 7 |
| Major Street Volume: | | | | | | | | | 708 | | | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | 17 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | 404 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|-------------|----|---|-------------|---|---|--------------|---|---|--------------|----|-----|---|---|---|---|-----|---|----|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 4 | 11 | | 7 | | 4 | 3 | | 4 | | 21 | 378 | | 1 | | 4 | 304 | | 14 | |
| ApproachDel: | 14.6 | | | 14.1 | | | xxxxxx | | | xxxxxx | | | | | | | | | | |

 Approach[northbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=22]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=755]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=11]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=755]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|-------------|----|---|-------------|---|---|--------------|-----|---|--------------|-----|----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 4 | 11 | 7 | 4 | 3 | 4 | 21 | 378 | 1 | 4 | 304 | 14 | | | | | | |
| Major Street Volume: | 722 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 22 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 397 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|----|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 379 | 0 | 0 | 300 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 10.0 | | | xxxxxx | | | | | | | |

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=26]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=705]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|---|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | | L | T | R | | L | T | R | | L | T | R | | | | | |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 379 | 0 | 0 | 0 | 0 | 300 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Major Street Volume: | 679 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 26 | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 323 | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|----|------------|---|----|------------|----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| FinalVolume: | 39 | 283 | 1 | 0 | 292 | 35 | 37 | 7 | 14 | 4 | 18 | 0 | | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 14.9 | | | 15.5 | | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=58]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=730]

FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=22]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=730]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|----|------------|---|----|------------|----|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| FinalVolume: | 39 | 283 | 1 | 0 | 292 | 35 | 37 | 7 | 14 | 4 | 18 | 0 | | | | | | | |
| Major Street Volume: | 650 | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 58 | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 559 | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 265 | 0 | 0 | 294 | 130 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|-----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 265 | 0 | 0 | 0 | 0 | 294 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | | | | | 689 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 0 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 413 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | |
|--------------|--------------|----|---|--------------|----|----|------------|---|----|------------|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 70 | 98 | 0 | 0 | 71 | 26 | 64 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.8 | | | xxxxxx | | | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=160]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=425]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|----|---|--------------|---|---|----|------------|----|-----|---|------------|---|----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 70 | | 98 | | 0 | 0 | | 71 | | 26 | 64 | | 0 | | 96 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | | | | | | | 265 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | 160 | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | 945 | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Peak Hour Delay Signal Warrant Report

 Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|----|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 19 | 399 | 0 | 0 | 0 | 0 | 335 | 1 | 1 | 1 |
| ApproachDel: | xxxxxx | | | | 14.0 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=5]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=759]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------------------|-------------|---|---|-------------|---|---|--------------|-----|---|--------------|-----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 4 | 0 | 1 | 19 | 399 | 0 | 0 | 335 | 1 |
| Major Street Volume: | 754 | | | | | | | | | | | |
| Minor Approach Volume: | 5 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 382 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

IUSD High School #5 TIA
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.7]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0-1).

Volume Module: Table with 12 columns for movement types and 10 rows for metrics: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with 12 columns for movement types and 2 rows for Critical Gap and FollowUpTime.

Capacity Module: Table with 12 columns for movement types and 4 rows for Conflict Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module: Table with 12 columns for movement types and 6 rows for 2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: A[9.9]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0-1-0).

Volume Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Critical Gap, FollowUpTim.

Capacity Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[10.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0-1).

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for approaches (North, South, East, West).

Critical Gap Module: Table with 12 columns for critical gap and follow-up time components and 4 columns for approaches.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for approaches.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for approaches.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[14.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume).

Critical Gap Module: Table with 12 columns for critical gap and follow-up time components.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap.).

Level of Service Module: Table with 12 columns for level of service components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS).

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B [10.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic flows and 6 rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows for Critical Gap and FollowUpTime.

Capacity Module table with 12 columns and 4 rows for Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 8 rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: C[15.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 13 columns for gap and follow-up times. Rows include Critical Gap and FollowUpTim.

Capacity Module: Table with 13 columns for capacity and conflict metrics. Rows include Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 13 columns for LOS and delay metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows: Critical Gp and FollowUpTim.

Capacity Module table with 12 columns and 4 rows: Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 8 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #283 Jeffrey Rd & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.972
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 167 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 452 | 996 | 419 | 309 | 628 | 228 | 128 | 1508 | 301 | 304 | 2035 | 435 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 452 | 996 | 419 | 309 | 628 | 228 | 128 | 1508 | 301 | 304 | 2035 | 435 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 452 | 996 | 0 | 309 | 628 | 228 | 128 | 1508 | 301 | 304 | 2035 | 435 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 452 | 996 | 0 | 309 | 628 | 228 | 128 | 1508 | 301 | 304 | 2035 | 435 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 452 | 996 | 0 | 309 | 628 | 228 | 128 | 1508 | 301 | 304 | 2035 | 435 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.50 | 0.50 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 4251 | 849 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.20 | 0.00 | 0.09 | 0.12 | 0.13 | 0.04 | 0.35 | 0.35 | 0.09 | 0.60 | 0.26 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 51 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 375 | 1455 | 427 | 83 | 872 | 286 | 267 | 242 | 248 | 231 | 223 | 112 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 375 | 1455 | 427 | 83 | 872 | 286 | 267 | 242 | 248 | 231 | 223 | 112 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 375 | 1455 | 427 | 83 | 872 | 286 | 267 | 242 | 248 | 231 | 223 | 112 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 375 | 1455 | 427 | 83 | 872 | 286 | 267 | 242 | 248 | 231 | 223 | 112 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 375 | 1455 | 427 | 83 | 872 | 286 | 267 | 242 | 248 | 231 | 223 | 112 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.32 | 0.68 | 2.00 | 3.00 | 1.00 | 1.00 | 0.99 | 1.01 | 2.00 | 0.67 | 0.33 |
| Final Sat.: | 3400 | 3943 | 1157 | 3400 | 5100 | 1700 | 1700 | 1679 | 1721 | 3400 | 1132 | 568 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.11 | 0.37 | 0.37 | 0.02 | 0.17 | 0.17 | 0.16 | 0.14 | 0.14 | 0.07 | 0.20 | 0.20 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.894
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 83 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 239 | 2074 | 502 | 107 | 1104 | 165 | 390 | 665 | 167 | 263 | 654 | 278 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 239 | 2074 | 502 | 107 | 1104 | 165 | 390 | 665 | 167 | 263 | 654 | 278 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 239 | 2074 | 502 | 107 | 1104 | 165 | 390 | 665 | 167 | 263 | 654 | 278 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 239 | 2074 | 502 | 107 | 1104 | 165 | 390 | 665 | 167 | 263 | 654 | 278 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 239 | 2074 | 502 | 107 | 1104 | 165 | 390 | 665 | 167 | 263 | 654 | 278 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.42 | 0.58 | 2.00 | 4.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 4106 | 994 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.51 | 0.51 | 0.03 | 0.16 | 0.10 | 0.11 | 0.20 | 0.10 | 0.08 | 0.19 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 13 rows of traffic volume and adjustment factors across the four approaches.

Saturation Flow Module table with 5 rows of saturation flow and lane data.

Capacity Analysis Module table with 2 rows of capacity and critical moves data.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 1 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 538 | 845 | 528 | 134 | 564 | 246 | 194 | 1262 | 186 | 432 | 1926 | 479 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 538 | 845 | 528 | 134 | 564 | 246 | 194 | 1262 | 186 | 432 | 1926 | 479 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 538 | 845 | 528 | 134 | 564 | 246 | 194 | 1262 | 186 | 432 | 1926 | 479 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 538 | 845 | 528 | 134 | 564 | 246 | 194 | 1262 | 186 | 432 | 1926 | 479 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 538 | 845 | 528 | 134 | 564 | 246 | 194 | 1262 | 186 | 432 | 1926 | 479 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.16 | 0.17 | 0.16 | 0.04 | 0.17 | 0.14 | 0.06 | 0.19 | 0.11 | 0.13 | 0.38 | 0.28 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Sand Canyon Ave & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.893 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 83 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | | 2 | 0 | 3 | 0 | 1 | |
| | 0 | 1 | | 2 | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 2 |

| | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 722 | 2145 | 517 | 415 | 823 | 159 | 196 | 591 | 237 | 419 | 473 | 413 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 722 | 2145 | 517 | 415 | 823 | 159 | 196 | 591 | 237 | 419 | 473 | 413 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 722 | 2145 | 0 | 415 | 823 | 159 | 196 | 591 | 0 | 419 | 473 | 413 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 722 | 2145 | 0 | 415 | 823 | 159 | 196 | 591 | 0 | 419 | 473 | 413 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 722 | 2145 | 0 | 415 | 823 | 159 | 196 | 591 | 0 | 419 | 473 | 413 |

| | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3400 | 1700 |

| | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.42 | 0.00 | 0.12 | 0.16 | 0.09 | 0.06 | 0.12 | 0.00 | 0.12 | 0.14 | 0.24 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 0 Average Delay (sec/veh): 33.3
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 0 Average Delay (sec/veh): 19.3
Optimal Cycle: 180 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.210
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves.

IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
 Loss Time (sec): 0 Average Delay (sec/veh): 7.6
 Optimal Cycle: 53 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 80 | 0 | 147 | 0 | 1833 | 131 | 223 | 2667 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 80 | 0 | 147 | 0 | 1833 | 131 | 223 | 2667 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 80 | 0 | 147 | 0 | 1833 | 131 | 223 | 2667 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 80 | 0 | 147 | 0 | 1833 | 131 | 223 | 2667 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 80 | 0 | 147 | 0 | 1833 | 131 | 223 | 2667 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.75 | 1.00 | 0.90 | 0.90 | 0.95 | 0.91 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 2.00 | 0.00 | 3.73 | 0.27 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1805 | 0 | 2842 | 0 | 6390 | 457 | 1805 | 5187 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.05 | 0.00 | 0.29 | 0.29 | 0.12 | 0.51 | 0.00 |
| Crit Moves: | | | | | | **** | **** | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.09 | 0.00 | 0.64 | 0.64 | 0.27 | 0.91 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.48 | 0.00 | 0.57 | 0.00 | 0.45 | 0.45 | 0.45 | 0.57 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 45.4 | 0.0 | 46.4 | 0.0 | 9.4 | 9.4 | 30.8 | 1.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 45.4 | 0.0 | 46.4 | 0.0 | 9.4 | 9.4 | 30.8 | 1.0 | 0.0 |
| LOS by Move: | A | A | A | D | A | D | A | A | A | C | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 8 | 8 | 6 | 6 | 0 |

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #317 SR-133 NB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.892
Loss Time (sec): 0 Average Delay (sec/veh): 18.7
Optimal Cycle: 180 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.023
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 1 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 822 | 1356 | 241 | 253 | 765 | 869 | 685 | 1090 | 375 | 187 | 1937 | 351 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 822 | 1356 | 241 | 253 | 765 | 869 | 685 | 1090 | 375 | 187 | 1937 | 351 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 822 | 1356 | 0 | 253 | 765 | 0 | 685 | 1090 | 375 | 187 | 1937 | 351 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 822 | 1356 | 0 | 253 | 765 | 0 | 685 | 1090 | 375 | 187 | 1937 | 351 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 822 | 1356 | 0 | 253 | 765 | 0 | 685 | 1090 | 375 | 187 | 1937 | 351 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.24 | 0.27 | 0.00 | 0.07 | 0.15 | 0.00 | 0.20 | 0.21 | 0.22 | 0.06 | 0.38 | 0.21 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |

IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.719 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 39 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 115 | 2095 | 289 | 56 | 1095 | 68 | 45 | 75 | 167 | 141 | 97 | 149 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 115 | 2095 | 289 | 56 | 1095 | 68 | 45 | 75 | 167 | 141 | 97 | 149 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 115 | 2095 | 0 | 56 | 1095 | 68 | 45 | 75 | 167 | 141 | 97 | 149 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 115 | 2095 | 0 | 56 | 1095 | 68 | 45 | 75 | 167 | 141 | 97 | 149 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 115 | 2095 | 0 | 56 | 1095 | 68 | 45 | 75 | 167 | 141 | 97 | 149 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.82 | 0.18 | 1.00 | 0.31 | 0.69 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 4802 | 298 | 1700 | 527 | 1173 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.41 | 0.00 | 0.03 | 0.23 | 0.23 | 0.03 | 0.14 | 0.14 | 0.08 | 0.06 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.804
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 53 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 20 | 1137 | 405 | 157 | 1188 | 707 | 1043 | 516 | 6 | 209 | 433 | 174 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 1137 | 405 | 157 | 1188 | 707 | 1043 | 516 | 6 | 209 | 433 | 174 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 1137 | 0 | 157 | 1188 | 0 | 1043 | 516 | 6 | 209 | 433 | 174 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 1137 | 0 | 157 | 1188 | 0 | 1043 | 516 | 6 | 209 | 433 | 174 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 20 | 1137 | 0 | 157 | 1188 | 0 | 1043 | 516 | 6 | 209 | 433 | 174 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.98 | 0.02 | 2.00 | 1.43 | 0.57 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3361 | 39 | 3400 | 2425 | 975 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.22 | 0.00 | 0.05 | 0.23 | 0.00 | 0.31 | 0.15 | 0.15 | 0.06 | 0.18 | 0.18 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 0 Average Delay (sec/veh): 7.5
Optimal Cycle: 56 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.862
Loss Time (sec): 0 Average Delay (sec/veh): 23.3
Optimal Cycle: 166 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, etc.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 0 Average Delay (sec/veh): 12.8
Optimal Cycle: 52 Level Of Service: B

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 0 Average Delay (sec/veh): 20.7
Optimal Cycle: 57 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.902
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 88 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | WideBypass | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 215 | 87 | 435 | 32 | 61 | 17 | 6 | 1262 | 190 | 169 | 1091 | 99 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 215 | 87 | 435 | 32 | 61 | 17 | 6 | 1262 | 190 | 169 | 1091 | 99 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 215 | 87 | 435 | 32 | 61 | 17 | 6 | 1262 | 190 | 169 | 1091 | 99 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 215 | 87 | 435 | 32 | 61 | 17 | 6 | 1262 | 190 | 169 | 1091 | 99 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 215 | 87 | 435 | 32 | 61 | 17 | 6 | 1262 | 190 | 169 | 1091 | 99 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.17 | 0.83 | 1.00 | 1.56 | 0.44 | 1.00 | 1.74 | 0.26 | 1.00 | 1.83 | 0.17 |
| Final Sat.: | 1700 | 283 | 1417 | 1700 | 2659 | 741 | 1700 | 2955 | 445 | 1700 | 3117 | 283 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.31 | 0.31 | 0.02 | 0.02 | 0.02 | 0.00 | 0.43 | 0.43 | 0.10 | 0.35 | 0.35 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 34 | 400 | 15 | 30 | 302 | 79 | 162 | 52 | 59 | 16 | 38 | 48 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 34 | 400 | 15 | 30 | 302 | 79 | 162 | 52 | 59 | 16 | 38 | 48 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 34 | 400 | 15 | 30 | 302 | 79 | 162 | 52 | 59 | 16 | 38 | 48 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 34 | 400 | 15 | 30 | 302 | 79 | 162 | 52 | 59 | 16 | 38 | 48 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 34 | 400 | 15 | 30 | 302 | 79 | 162 | 52 | 59 | 16 | 38 | 48 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|----|----|-----|----|-----|----|----|----|----|----|
| AutoPCE: | 34 | 400 | 15 | 30 | 302 | 79 | 162 | 52 | 59 | 16 | 38 | 48 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 34 | 400 | 15 | 30 | 302 | 79 | 162 | 52 | 59 | 16 | 38 | 48 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 244 | 88 | 348 | 596 |
| MaxVolume: | 2248 | 2361 | 1012 | 878 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2248 | 2361 | 1012 | 878 |
| ApproachVol: | 449 | 411 | 273 | 102 |
| ApproachV/C: | 0.20 | 0.17 | 0.27 | 0.12 |
| ApproachDel: | 2.0 | 1.8 | 4.9 | 4.6 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.7 | 0.6 | 1.1 | 0.4 |

IUSD High School #5 TIA
Post Year 2035 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 180 | 0 | 87 | 0 | 0 | 0 | 0 | 1792 | 161 | 99 | 3059 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 180 | 0 | 87 | 0 | 0 | 0 | 0 | 1792 | 161 | 99 | 3059 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 180 | 0 | 87 | 0 | 0 | 0 | 0 | 1792 | 161 | 99 | 3059 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 180 | 0 | 87 | 0 | 0 | 0 | 0 | 1792 | 161 | 99 | 3059 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 180 | 0 | 87 | 0 | 0 | 0 | 0 | 1792 | 161 | 99 | 3059 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.11 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.09 | 0.06 | 0.60 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 109 | 515 | 122 | 317 | 398 | 287 | 486 | 1053 | 142 | 116 | 758 | 395 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 109 | 515 | 122 | 317 | 398 | 287 | 486 | 1053 | 142 | 116 | 758 | 395 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 109 | 515 | 122 | 317 | 398 | 287 | 486 | 1053 | 142 | 116 | 758 | 395 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 109 | 515 | 122 | 317 | 398 | 287 | 486 | 1053 | 142 | 116 | 758 | 395 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 109 | 515 | 122 | 317 | 398 | 287 | 486 | 1053 | 142 | 116 | 758 | 395 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.15 | 0.07 | 0.09 | 0.12 | 0.17 | 0.14 | 0.31 | 0.08 | 0.03 | 0.22 | 0.23 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 514 | 459 | 228 | 119 | 503 | 270 | 276 | 1195 | 558 | 233 | 1095 | 109 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 514 | 459 | 228 | 119 | 503 | 270 | 276 | 1195 | 558 | 233 | 1095 | 109 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 514 | 459 | 228 | 119 | 503 | 270 | 276 | 1195 | 0 | 233 | 1095 | 109 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 514 | 459 | 228 | 119 | 503 | 270 | 276 | 1195 | 0 | 233 | 1095 | 109 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 514 | 459 | 228 | 119 | 503 | 270 | 276 | 1195 | 0 | 233 | 1095 | 109 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.15 | 0.14 | 0.13 | 0.07 | 0.15 | 0.16 | 0.08 | 0.23 | 0.00 | 0.07 | 0.21 | 0.06 |
| Crit Moves: | **** | | | | | **** | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.827
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 58 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 584 | 2824 | 5 | 5 | 2638 | 405 | 615 | 43 | 822 | 20 | 28 | 16 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 584 | 2824 | 5 | 5 | 2638 | 405 | 615 | 43 | 822 | 20 | 28 | 16 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 584 | 2824 | 5 | 5 | 2638 | 405 | 615 | 43 | 822 | 20 | 28 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 584 | 2824 | 5 | 5 | 2638 | 405 | 615 | 43 | 822 | 20 | 28 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 584 | 2824 | 5 | 5 | 2638 | 405 | 615 | 43 | 822 | 20 | 28 | 16 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 4.00 | 1.00 | 1.00 | 4.33 | 0.67 | 2.00 | 1.00 | 2.00 | 2.00 | 1.27 | 0.73 |
| Final Sat.: | 3400 | 6800 | 1700 | 1700 | 7369 | 1131 | 3400 | 1700 | 3400 | 3400 | 2164 | 1236 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.17 | 0.42 | 0.00 | 0.00 | 0.36 | 0.36 | 0.18 | 0.03 | 0.24 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 308 | 27 | 98 | 36 | 55 | 114 | 31 | 1408 | 258 | 59 | 1093 | 15 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 308 | 27 | 98 | 36 | 55 | 114 | 31 | 1408 | 258 | 59 | 1093 | 15 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 308 | 27 | 98 | 36 | 55 | 114 | 31 | 1408 | 258 | 59 | 1093 | 15 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 308 | 27 | 98 | 36 | 55 | 114 | 31 | 1408 | 258 | 59 | 1093 | 15 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 308 | 27 | 98 | 36 | 55 | 114 | 31 | 1408 | 258 | 59 | 1093 | 15 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.22 | 0.78 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.97 | 0.03 |
| Final Sat.: | 3400 | 367 | 1333 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3354 | 46 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.07 | 0.07 | 0.02 | 0.03 | 0.07 | 0.02 | 0.41 | 0.15 | 0.03 | 0.33 | 0.33 |
| Crit Moves: | **** | | | | | **** | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.844 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 63 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 75 | 94 | 116 | 274 | 96 | 178 | 142 | 1675 | 70 | 147 | 2578 | 381 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 75 | 94 | 116 | 274 | 96 | 178 | 142 | 1675 | 70 | 147 | 2578 | 381 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 75 | 94 | 116 | 274 | 96 | 178 | 142 | 1675 | 70 | 147 | 2578 | 381 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 75 | 94 | 116 | 274 | 96 | 178 | 142 | 1675 | 70 | 147 | 2578 | 381 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 75 | 94 | 116 | 274 | 96 | 178 | 142 | 1675 | 70 | 147 | 2578 | 381 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.35 | 0.65 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 596 | 1104 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.06 | 0.07 | 0.08 | 0.16 | 0.16 | 0.08 | 0.33 | 0.04 | 0.09 | 0.51 | 0.22 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.319
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 18 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 59 | 476 | 152 | 3 | 361 | 14 | 10 | 13 | 37 | 90 | 12 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 59 | 476 | 152 | 3 | 361 | 14 | 10 | 13 | 37 | 90 | 12 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 59 | 476 | 152 | 3 | 361 | 14 | 10 | 13 | 37 | 90 | 12 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 59 | 476 | 152 | 3 | 361 | 14 | 10 | 13 | 37 | 90 | 12 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 59 | 476 | 152 | 3 | 361 | 14 | 10 | 13 | 37 | 90 | 12 | 2 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.52 | 0.48 | 1.00 | 1.93 | 0.07 | 1.00 | 0.26 | 0.74 | 1.00 | 0.86 | 0.14 |
| Final Sat.: | 1700 | 2577 | 823 | 1700 | 3273 | 127 | 1700 | 442 | 1258 | 1700 | 1457 | 243 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.18 | 0.18 | 0.00 | 0.11 | 0.11 | 0.01 | 0.03 | 0.03 | 0.05 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.5 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 127 | 684 | 235 | 18 | 691 | 14 | 18 | 84 | 99 | 151 | 47 | 47 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 127 | 684 | 235 | 18 | 691 | 14 | 18 | 84 | 99 | 151 | 47 | 47 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 127 | 684 | 235 | 18 | 691 | 14 | 18 | 84 | 99 | 151 | 47 | 47 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 127 | 684 | 235 | 18 | 691 | 14 | 18 | 84 | 99 | 151 | 47 | 47 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 127 | 684 | 235 | 18 | 691 | 14 | 18 | 84 | 99 | 151 | 47 | 47 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|----|-----|----|----|----|----|-----|----|----|
| AutoPCE: | 127 | 684 | 235 | 18 | 691 | 14 | 18 | 84 | 99 | 151 | 47 | 47 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 127 | 684 | 235 | 18 | 691 | 14 | 18 | 84 | 99 | 151 | 47 | 47 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 120 | 325 | 860 | 829 |
| MaxVolume: | 2338 | 2190 | 736 | 752 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2338 | 2190 | 736 | 752 |
| ApproachVol: | 1046 | 723 | 201 | 245 |
| ApproachV/C: | 0.45 | 0.33 | 0.27 | 0.33 |
| ApproachDel: | 2.8 | 2.5 | 6.7 | 7.1 |
| ApproachLOS: | A | A | A | A |
| Queue: | 2.4 | 1.5 | 1.1 | 1.4 |

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.345
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 18 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 29 | 614 | 66 | 13 | 549 | 80 | 113 | 23 | 74 | 51 | 9 | 6 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 29 | 614 | 66 | 13 | 549 | 80 | 113 | 23 | 74 | 51 | 9 | 6 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 29 | 614 | 66 | 13 | 549 | 80 | 113 | 23 | 74 | 51 | 9 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 614 | 66 | 13 | 549 | 80 | 113 | 23 | 74 | 51 | 9 | 6 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 29 | 614 | 66 | 13 | 549 | 80 | 113 | 23 | 74 | 51 | 9 | 6 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.81 | 0.19 | 1.00 | 1.75 | 0.25 | 1.00 | 0.24 | 0.76 | 1.00 | 0.60 | 0.40 |
| Final Sat.: | 1700 | 3070 | 330 | 1700 | 2968 | 432 | 1700 | 403 | 1297 | 1700 | 1020 | 680 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.20 | 0.20 | 0.01 | 0.18 | 0.19 | 0.07 | 0.06 | 0.06 | 0.03 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 156 | 34 | 7 | 76 | 2 | 5 | 427 | 4 | 32 | 305 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 156 | 34 | 7 | 76 | 2 | 5 | 427 | 4 | 32 | 305 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 156 | 34 | 7 | 76 | 2 | 5 | 427 | 4 | 32 | 305 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 156 | 34 | 7 | 76 | 2 | 5 | 427 | 4 | 32 | 305 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 156 | 34 | 7 | 76 | 2 | 5 | 427 | 4 | 32 | 305 | 4 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|----|---|----|---|---|-----|---|----|-----|---|
| AutoPCE: | 1 | 156 | 34 | 7 | 76 | 2 | 5 | 427 | 4 | 32 | 305 | 4 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 156 | 34 | 7 | 76 | 2 | 5 | 427 | 4 | 32 | 305 | 4 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 439 | 338 | 115 | 162 |
| MaxVolume: | 963 | 1017 | 1138 | 1113 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 963 | 1017 | 1138 | 1113 |
| ApproachVol: | 191 | 85 | 436 | 341 |
| ApproachV/C: | 0.20 | 0.08 | 0.38 | 0.31 |
| ApproachDel: | 4.7 | 3.9 | 5.1 | 4.7 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.7 | 0.3 | 1.8 | 1.3 |

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 74 | 0 | 78 | 0 | 0 | 0 | 0 | 1772 | 48 | 80 | 2747 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 74 | 0 | 78 | 0 | 0 | 0 | 0 | 1772 | 48 | 80 | 2747 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 74 | 0 | 78 | 0 | 0 | 0 | 0 | 1772 | 48 | 80 | 2747 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 74 | 0 | 78 | 0 | 0 | 0 | 0 | 1772 | 48 | 80 | 2747 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 74 | 0 | 78 | 0 | 0 | 0 | 0 | 1772 | 48 | 80 | 2747 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.03 | 0.05 | 0.54 | 0.00 |
| Crit Moves: | | | **** | | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: A[9.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 13 columns representing traffic volumes and adjustment factors for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module:

Table with 13 columns showing critical gap and follow-up time values for each approach.

Capacity Module:

Table with 13 columns showing capacity-related metrics like Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module:

Table with 13 columns showing level of service metrics like 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.4 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 26 | 0 | 38 | 10 | 422 | 0 | 0 | 289 | 37 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 26 | 0 | 38 | 10 | 422 | 0 | 0 | 289 | 37 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 26 | 0 | 38 | 10 | 422 | 0 | 0 | 289 | 37 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 26 | 0 | 38 | 10 | 422 | 0 | 0 | 289 | 37 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 26 | 0 | 38 | 10 | 422 | 0 | 0 | 289 | 37 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|----|---|----|----|-----|---|---|-----|----|
| AutoPCE: | 0 | 0 | 0 | 26 | 0 | 38 | 10 | 422 | 0 | 0 | 289 | 37 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 26 | 0 | 38 | 10 | 422 | 0 | 0 | 289 | 37 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 458 | 289 | 26 | 10 |
| MaxVolume: | xxxxxx | 1044 | 1186 | 1195 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1044 | 1186 | 1195 |
| ApproachVol: | xxxxxx | 64 | 432 | 326 |
| ApproachV/C: | 1.00 | 0.06 | 0.36 | 0.27 |
| ApproachDel: | xxxxxx | 3.7 | 4.8 | 4.1 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.2 | 1.7 | 1.1 |

IUSD High School #5 TIA
Post Year 2035 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[14.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns for volume components and 4 columns for each bound. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns for gap components and 4 columns for each bound. Rows include Critical Gp and FollowUpTim.

Capacity Module table with 12 columns for capacity components and 4 columns for each bound. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns for LOS components and 4 columns for each bound. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #790 "Z" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 54 | 15 | 42 | 62 | 18 | 85 | 79 | 1936 | 68 | 84 | 3041 | 98 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 54 | 15 | 42 | 62 | 18 | 85 | 79 | 1936 | 68 | 84 | 3041 | 98 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 54 | 15 | 42 | 62 | 18 | 85 | 79 | 1936 | 68 | 84 | 3041 | 98 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 54 | 15 | 42 | 62 | 18 | 85 | 79 | 1936 | 68 | 84 | 3041 | 98 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 54 | 15 | 42 | 62 | 18 | 85 | 79 | 1936 | 68 | 84 | 3041 | 98 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.01 | 0.02 | 0.04 | 0.01 | 0.05 | 0.05 | 0.38 | 0.04 | 0.05 | 0.60 | 0.06 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.413 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 20 | Level Of Service: | A |

| Street Name: | "B" St | | | | | | "LQ" St | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 40 | 138 | 7 | 32 | 163 | 15 | 5 | 371 | 25 | 3 | 279 | 39 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 40 | 138 | 7 | 32 | 163 | 15 | 5 | 371 | 25 | 3 | 279 | 39 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 40 | 138 | 7 | 32 | 163 | 15 | 5 | 371 | 25 | 3 | 279 | 39 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 40 | 138 | 7 | 32 | 163 | 15 | 5 | 371 | 25 | 3 | 279 | 39 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 40 | 138 | 7 | 32 | 163 | 15 | 5 | 371 | 25 | 3 | 279 | 39 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.95 | 0.05 | 1.00 | 0.92 | 0.08 | 1.00 | 0.94 | 0.06 | 1.00 | 0.88 | 0.12 |
| Final Sat.: | 1700 | 1618 | 82 | 1700 | 1557 | 143 | 1700 | 1593 | 107 | 1700 | 1492 | 208 |

-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.09 | 0.09 | 0.02 | 0.10 | 0.10 | 0.00 | 0.23 | 0.23 | 0.00 | 0.19 | 0.19 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.814 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 55 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 |

| | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 59 | 56 | 14 | 66 | 50 | 276 | 437 | 964 | 81 | 20 | 1055 | 112 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 59 | 56 | 14 | 66 | 50 | 276 | 437 | 964 | 81 | 20 | 1055 | 112 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 59 | 56 | 14 | 66 | 50 | 276 | 437 | 964 | 81 | 20 | 1055 | 112 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 59 | 56 | 14 | 66 | 50 | 276 | 437 | 964 | 81 | 20 | 1055 | 112 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 59 | 56 | 14 | 66 | 50 | 276 | 437 | 964 | 81 | 20 | 1055 | 112 |

| | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.80 | 0.20 | 1.00 | 1.00 | 1.00 | 1.00 | 1.84 | 0.16 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 1360 | 340 | 1700 | 1700 | 1700 | 1700 | 3136 | 264 | 1700 | 3400 | 1700 |

| | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.04 | 0.04 | 0.04 | 0.03 | 0.16 | 0.26 | 0.31 | 0.31 | 0.01 | 0.31 | 0.07 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
Post Year 2035 With Stadium
2012 Modified Project Option 1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors for each approach and movement.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing volume/saturation and critical moves.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1675 | 25 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 268 | 4 | 0 | 259 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | Volume |
| 0.00 | 0.16 | 0.16 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.160 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.16 | RTOG | | 0.16 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.01 | RTOR | | 0.00 | |
| RTC | | 0.16 | RTC | | 0.16 | RTC | | 0.01 | RTC | | 0.00 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.16 | Addl ICU | | -0.01 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.21 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1630 | 70 | 1700 | 1700 | 0 | 0 | 0 | 0 | 850 | 0 | 850 | Total Saturation |
| 0 | 163 | 7 | 53 | 231 | 0 | 0 | 0 | 0 | 6 | 0 | 21 | Volume |
| 0.00 | 0.10 | 0.10 | 0.03 | 0.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.14 | V/C | | 0.00 | V/C | | 0.01 | 0.143 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.14 | RTOG | | -0.01 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.04 | |
| RTC | | 0.11 | RTC | | 0.14 | RTC | | -0.01 | RTC | | 0.03 | |
| Addl ICU | | -0.01 | Addl ICU | | -0.14 | Addl ICU | | 0.01 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.19 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1661 | 39 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 17 | 14 | 387 | 0 | 0 | 300 | 7 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.23 | 0.00 | 0.00 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.23 | V/C | | 0.00 | 0.228 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.23 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.04 | RTC | | 0.23 | RTC | | 0.22 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.03 | Addl ICU | | -0.23 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.28 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1696 | 4 | 21 | 1605 | 74 | Total Saturation |
| 4 | 11 | 7 | 4 | 3 | 4 | 21 | 378 | 1 | 4 | 304 | 14 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.22 | 0.22 | 0.19 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.22 | V/C | | 0.19 | 0.417 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.22 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.22 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.14 | RTC | | 0.17 | RTC | | 0.23 | RTC | | 0.40 | |
| Addl ICU | | -0.14 | Addl ICU | | -0.17 | Addl ICU | | 0.00 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.47 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 379 | 0 | 0 | 300 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | Volume |
| 0.00 | 0.22 | 0.00 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.22 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.223 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.22 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.00 | |
| RTC | | 0.22 | RTC | | 0.22 | RTC | | 0.03 | RTC | | 0.00 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.22 | Addl ICU | | -0.02 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1694 | 6 | 0 | 1518 | 182 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 39 | 283 | 1 | 0 | 292 | 35 | 37 | 7 | 14 | 4 | 18 | 0 | Volume |
| 0.02 | 0.17 | 0.17 | 0.00 | 0.19 | 0.19 | 0.02 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.02 | V/C | | 0.19 | V/C | | 0.02 | V/C | | 0.00 | 0.237 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.19 | RTOG | | 0.02 | RTOG | | -0.02 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.05 | |
| RTC | | 0.23 | RTC | | 0.21 | RTC | | 0.04 | RTC | | 0.01 | |
| Addl ICU | | -0.06 | Addl ICU | | -0.02 | Addl ICU | | -0.03 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 265 | 0 | 0 | 294 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.16 | 0.00 | 0.00 | 0.17 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.17 | V/C | | 0.00 | V/C | | 0.00 | 0.173 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.17 | RTOG | | 0.17 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | |
| RTC | | 0.17 | RTC | | 0.17 | RTC | | 0.00 | RTC | | 0.01 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.10 | Addl ICU | | 0.00 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.22 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 2 | 3 | 0 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 3400 | 3941 | 1159 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 792 | 211 | 139 | 413 | 255 | 75 | 356 | 916 | 391 | 528 | 696 | 156 | Volume |
| 0.23 | 0.06 | 0.08 | 0.12 | 0.06 | 0.06 | 0.10 | 0.18 | 0.23 | 0.16 | 0.14 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.23 | | V/C | 0.06 | | V/C | 0.18 | | V/C | 0.16 | | 0.633 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.18 | | RTOG | 0.06 | | RTOG | 0.18 | | RTOG | 0.23 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.20 | | RTOR | 0.23 | | RTOR | 0.24 | | |
| RTC | 0.29 | | RTC | 0.21 | | RTC | 0.35 | | RTC | 0.41 | | |
| Addl ICU | -0.21 | | Addl ICU | -0.15 | | Addl ICU | -0.12 | | Addl ICU | -0.32 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 452 | 996 | 419 | 309 | 628 | 228 | 128 | 1508 | 301 | 304 | 2035 | 435 | Volume |
| 0.13 | 0.20 | 0.00 | 0.09 | 0.12 | 0.13 | 0.04 | 0.30 | 0.18 | 0.09 | 0.40 | 0.26 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.20 | V/C | | 0.09 | V/C | | 0.04 | V/C | | 0.40 | 0.723 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.15 | RTOG | | 0.35 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.04 | RTOR | | 0.16 | RTOR | | 0.09 | |
| RTC | | 0.30 | RTC | | 0.18 | RTC | | 0.47 | RTC | | 0.47 | |
| Addl ICU | | -0.30 | Addl ICU | | -0.05 | Addl ICU | | -0.29 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 0.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3943 | 1157 | 3400 | 5100 | 1700 | 1700 | 850 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 375 | 1455 | 427 | 83 | 872 | 286 | 267 | 242 | 248 | 231 | 223 | 112 | Volume |
| 0.11 | 0.37 | 0.37 | 0.02 | 0.17 | 0.17 | 0.16 | 0.28 | 0.10 | 0.07 | 0.13 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.37 | V/C | | 0.02 | V/C | | 0.28 | V/C | | 0.07 | 0.746 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.37 | RTOG | | 0.28 | RTOG | | 0.28 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.22 | RTOR | | 0.22 | RTOR | | 0.02 | |
| RTC | | 0.42 | RTC | | 0.45 | RTC | | 0.45 | RTC | | 0.21 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.28 | Addl ICU | | -0.35 | Addl ICU | | -0.15 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 239 | 2074 | 502 | 107 | 1104 | 165 | 390 | 665 | 167 | 263 | 654 | 278 | Volume |
| 0.07 | 0.41 | 0.30 | 0.03 | 0.16 | 0.10 | 0.11 | 0.20 | 0.10 | 0.08 | 0.19 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.41 | | V/C | 0.03 | | V/C | 0.11 | | V/C | 0.19 | | 0.745 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.41 | | RTOG | 0.37 | | RTOG | 0.23 | | RTOG | 0.19 | | Right Turn Adjustment |
| RTOR | 0.11 | | RTOR | 0.11 | | RTOR | 0.28 | | RTOR | 0.03 | | |
| RTC | 0.49 | | RTC | 0.45 | | RTC | 0.44 | | RTC | 0.22 | | |
| Addl ICU | -0.19 | | Addl ICU | -0.36 | | Addl ICU | -0.34 | | Addl ICU | -0.05 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.80 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 654 | 0 | 414 | 0 | 0 | 0 | 0 | 911 | 258 | 424 | 1039 | 0 | Volume |
| 0.19 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.00 | 0.12 | 0.31 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.19 | V/C | | 0.00 | V/C | | 0.27 | V/C | | 0.12 | 0.585 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | -0.19 | RTOG | | 0.27 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.09 | RTOR | | 0.19 | RTOR | | 0.19 | |
| RTC | | 0.29 | RTC | | -0.13 | RTC | | 0.41 | RTC | | 0.54 | |
| Addl ICU | | -0.16 | Addl ICU | | 0.13 | Addl ICU | | -0.41 | Addl ICU | | -0.54 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.64 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 538 | 845 | 528 | 134 | 564 | 246 | 194 | 1262 | 186 | 432 | 1926 | 479 | Volume |
| 0.16 | 0.17 | 0.16 | 0.04 | 0.17 | 0.14 | 0.06 | 0.19 | 0.11 | 0.13 | 0.38 | 0.28 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.16 | | V/C | 0.17 | | V/C | 0.06 | | V/C | 0.38 | | 0.759 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.28 | | RTOG | 0.17 | | RTOG | 0.31 | | RTOG | 0.38 | | Right Turn Adjustment |
| RTOR | 0.25 | | RTOR | 0.06 | | RTOR | 0.16 | | RTOR | 0.16 | | |
| RTC | 0.47 | | RTC | 0.21 | | RTC | 0.43 | | RTC | 0.50 | | |
| Addl ICU | -0.32 | | Addl ICU | -0.06 | | Addl ICU | -0.32 | | Addl ICU | -0.21 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.81 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 722 | 2145 | 517 | 415 | 823 | 159 | 196 | 591 | 237 | 419 | 473 | 413 | Volume |
| 0.21 | 0.42 | 0.00 | 0.12 | 0.16 | 0.09 | 0.06 | 0.12 | 0.00 | 0.12 | 0.09 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.42 | V/C | | 0.12 | V/C | | 0.12 | V/C | | 0.12 | 0.782 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.33 | RTOG | | 0.12 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.15 | RTOR | | 0.38 | RTOR | | 0.12 | |
| RTC | | 0.51 | RTC | | 0.44 | RTC | | 0.40 | RTC | | 0.27 | |
| Addl ICU | | -0.51 | Addl ICU | | -0.35 | Addl ICU | | -0.40 | Addl ICU | | -0.03 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|--|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 1.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 3599 | 1501 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 765 | 3002 | 1142 | 246 | 1476 | 264 | 367 | 153 | 246 | 639 | 684 | 445 | Volume |
| 0.23 | 0.44 | 0.67 | 0.07 | 0.22 | 0.16 | 0.10 | 0.10 | 0.07 | 0.19 | 0.27 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.44 | | V/C | 0.07 | | V/C | 0.10 | | V/C | 0.27 | | 0.884 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.44 | | RTOG | 0.29 | | RTOG | 0.18 | | RTOG | 0.27 | | Right Turn Adjustment |
| RTOR | 0.27 | | RTOR | 0.10 | | RTOR | 0.30 | | RTOR | 0.07 | | |
| RTC | 0.64 | | RTC | 0.37 | | RTC | 0.40 | | RTC | 0.32 | | |
| Addl ICU | 0.03 | | Addl ICU | -0.21 | | Addl ICU | -0.33 | | Addl ICU | -0.15 | | |
| | 0.03 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.96 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 4178 | 291 | 517 | 1842 | 0 | 617 | 0 | 358 | 0 | 0 | 0 | Volume |
| 0.00 | 0.61 | 0.17 | 0.15 | 0.27 | 0.00 | 0.15 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.61 | V/C | | 0.15 | V/C | | 0.15 | V/C | | 0.00 | 0.912 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.61 | RTOG | | 0.77 | RTOG | | 0.15 | RTOG | | -0.15 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.15 | RTOR | | 0.50 | RTOR | | 0.15 | |
| RTC | | 0.72 | RTC | | 0.88 | RTC | | 0.52 | RTC | | -0.03 | |
| Addl ICU | | -0.55 | Addl ICU | | -0.88 | Addl ICU | | -0.38 | Addl ICU | | 0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.96 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4978 | 122 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 64 | 3786 | 93 | 104 | 1944 | 71 | 124 | 8 | 73 | 53 | 5 | 103 | Volume |
| 0.04 | 0.76 | 0.76 | 0.06 | 0.38 | 0.04 | 0.07 | 0.00 | 0.04 | 0.03 | 0.00 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.76 | V/C | | 0.06 | V/C | | 0.07 | V/C | | 0.00 | 0.898 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.76 | RTOG | | 0.78 | RTOG | | 0.04 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.07 | RTOR | | 0.44 | RTOR | | 0.06 | |
| RTC | | 0.81 | RTC | | 0.84 | RTC | | 0.38 | RTC | | 0.05 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.80 | Addl ICU | | -0.33 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.96 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 217 | 1921 | 150 | 681 | 1188 | 218 | 363 | 269 | 89 | 189 | 83 | 1621 | Volume |
| 0.13 | 0.38 | 0.09 | 0.20 | 0.23 | 0.13 | 0.11 | 0.16 | 0.05 | 0.06 | 0.05 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.38 | V/C | | 0.20 | V/C | | 0.16 | V/C | | 0.06 | 0.791 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.38 | RTOG | | 0.45 | RTOG | | 0.16 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.17 | RTOR | | 0.34 | RTOR | | 0.20 | |
| RTC | | 0.42 | RTC | | 0.57 | RTC | | 0.42 | RTC | | 0.26 | |
| Addl ICU | | -0.33 | Addl ICU | | -0.44 | Addl ICU | | -0.36 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.84 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 2 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 3400 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 80 | 0 | 147 | 0 | 1833 | 131 | 223 | 2667 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.04 | 0.00 | 0.27 | 0.08 | 0.07 | 0.52 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.52 | 0.570 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.05 | RTOG | | 0.05 | RTOG | | 0.46 | RTOG | | 0.52 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.05 | |
| RTC | | 0.14 | RTC | | 0.05 | RTC | | 0.49 | RTC | | 0.56 | |
| Addl ICU | | -0.14 | Addl ICU | | 0.00 | Addl ICU | | -0.42 | Addl ICU | | -0.56 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.62 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4613 | 487 | Total Saturation |
| 206 | 0 | 478 | 0 | 0 | 0 | 0 | 1853 | 215 | 0 | 2759 | 291 | Volume |
| 0.12 | 0.00 | 0.28 | 0.00 | 0.00 | 0.00 | 0.00 | 0.55 | 0.00 | 0.00 | 0.60 | 0.60 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.60 | 0.719 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | -0.12 | RTOG | | 0.60 | RTOG | | 0.60 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.00 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | 0.16 | RTC | | -0.12 | RTC | | 0.69 | RTC | | 0.69 | |
| Addl ICU | | 0.12 | Addl ICU | | 0.12 | Addl ICU | | -0.69 | Addl ICU | | -0.09 | |
| | | 0.12 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.89 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 4250 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 822 | 1356 | 241 | 253 | 765 | 869 | 685 | 1090 | 375 | 187 | 1937 | 351 | Volume |
| 0.24 | 0.27 | 0.00 | 0.07 | 0.15 | 0.00 | 0.16 | 0.21 | 0.22 | 0.06 | 0.38 | 0.21 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.27 | V/C | | 0.07 | V/C | | 0.16 | V/C | | 0.38 | 0.881 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.27 | RTOG | | 0.10 | RTOG | | 0.49 | RTOG | | 0.38 | Right Turn Adjustment |
| RTOR | | 0.33 | RTOR | | 0.16 | RTOR | | 0.19 | RTOR | | 0.07 | |
| RTC | | 0.51 | RTC | | 0.22 | RTC | | 0.63 | RTC | | 0.44 | |
| Addl ICU | | -0.51 | Addl ICU | | -0.22 | Addl ICU | | -0.41 | Addl ICU | | -0.23 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.93 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 4802 | 298 | 1700 | 527 | 1173 | 1700 | 1700 | 1700 | Total Saturation |
| 115 | 2095 | 289 | 56 | 1095 | 68 | 45 | 75 | 167 | 141 | 97 | 149 | Volume |
| 0.07 | 0.41 | 0.00 | 0.03 | 0.23 | 0.23 | 0.03 | 0.14 | 0.14 | 0.08 | 0.06 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.41 | | V/C | 0.03 | | V/C | 0.14 | | V/C | 0.08 | | 0.669 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.41 | | RTOG | 0.38 | | RTOG | 0.14 | | RTOG | 0.20 | | Right Turn Adjustment |
| RTOR | 0.08 | | RTOR | 0.17 | | RTOR | 0.22 | | RTOR | 0.03 | | |
| RTC | 0.47 | | RTC | 0.50 | | RTC | 0.30 | | RTC | 0.22 | | |
| Addl ICU | -0.47 | | Addl ICU | -0.27 | | Addl ICU | -0.16 | | Addl ICU | -0.14 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.72 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5073 | 27 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 20 | 2042 | 338 | 80 | 1715 | 9 | 45 | 23 | 138 | 317 | 14 | 136 | Volume |
| 0.01 | 0.40 | 0.00 | 0.02 | 0.34 | 0.34 | 0.03 | 0.01 | 0.00 | 0.09 | 0.01 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.40 | | V/C | 0.02 | | V/C | 0.01 | | V/C | 0.09 | | 0.531 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.40 | | RTOG | 0.41 | | RTOG | 0.01 | | RTOG | 0.08 | | Right Turn Adjustment |
| RTOR | 0.09 | | RTOR | 0.10 | | RTOR | 0.09 | | RTOR | 0.02 | | |
| RTC | 0.47 | | RTC | 0.49 | | RTC | 0.08 | | RTC | 0.10 | | |
| Addl ICU | -0.47 | | Addl ICU | -0.15 | | Addl ICU | -0.08 | | Addl ICU | -0.02 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2425 | 975 | Total Saturation |
| 20 | 1137 | 405 | 157 | 1188 | 707 | 1043 | 516 | 6 | 209 | 433 | 174 | Volume |
| 0.01 | 0.22 | 0.00 | 0.05 | 0.23 | 0.00 | 0.31 | 0.15 | 0.00 | 0.06 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.22 | V/C | | 0.05 | V/C | | 0.31 | V/C | | 0.18 | 0.754 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.26 | RTOG | | 0.42 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.33 | RTOR | | 0.31 | RTOR | | 0.04 | RTOR | | 0.05 | |
| RTC | | 0.47 | RTC | | 0.49 | RTC | | 0.45 | RTC | | 0.21 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.49 | Addl ICU | | -0.45 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.80 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5098 | 2 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3293 | 1077 | 0 | 2198 | 1 | 0 | 0 | 0 | 150 | 0 | 512 | Volume |
| 0.00 | 0.48 | 0.00 | 0.00 | 0.43 | 0.43 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.48 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.09 | 0.573 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.48 | RTOG | | 0.48 | RTOG | | -0.09 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.05 | RTOR | | 0.00 | |
| RTC | | 0.55 | RTC | | 0.55 | RTC | | -0.05 | RTC | | 0.09 | |
| Addl ICU | | -0.55 | Addl ICU | | -0.12 | Addl ICU | | 0.05 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.63 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 2159 | 0 | 0 | 1524 | 932 | 2343 | 0 | 285 | 0 | 0 | 0 | Volume |
| 0.00 | 0.42 | 0.00 | 0.00 | 0.30 | 0.00 | 0.46 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.42 | V/C | | 0.00 | V/C | | 0.46 | V/C | | 0.00 | 0.883 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.42 | RTOG | | 0.46 | RTOG | | -0.46 | Right Turn Adjustment |
| RTOR | | 0.46 | RTOR | | 0.46 | RTOR | | 0.12 | RTOR | | 0.00 | |
| RTC | | 0.77 | RTC | | 0.77 | RTC | | 0.55 | RTC | | -0.46 | |
| Addl ICU | | -0.77 | Addl ICU | | -0.77 | Addl ICU | | -0.39 | Addl ICU | | 0.46 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.93 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 169 | 0 | 143 | 0 | 1285 | 324 | 398 | 1343 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.04 | 0.00 | 0.38 | 0.19 | 0.12 | 0.40 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.10 | V/C | | 0.38 | V/C | | 0.12 | 0.594 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.10 | RTOG | | 0.10 | RTOG | | 0.38 | RTOG | | 0.50 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.10 | RTOR | | 0.10 | RTOR | | 0.10 | |
| RTC | | -0.01 | RTC | | 0.17 | RTC | | 0.45 | RTC | | 0.57 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.13 | Addl ICU | | -0.26 | Addl ICU | | -0.57 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.64 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 498 | 0 | 547 | 0 | 0 | 0 | 0 | 1176 | 279 | 324 | 1247 | 0 | Volume |
| 0.15 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.19 | 0.37 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.15 | V/C | | 0.00 | V/C | | 0.35 | V/C | | 0.19 | 0.683 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | -0.15 | RTOG | | 0.35 | RTOG | | 0.54 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.17 | RTOR | | 0.15 | RTOR | | 0.15 | |
| RTC | | 0.29 | RTC | | -0.02 | RTC | | 0.46 | RTC | | 0.65 | |
| Addl ICU | | -0.13 | Addl ICU | | 0.02 | Addl ICU | | -0.46 | Addl ICU | | -0.65 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.73 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 215 | 87 | 435 | 32 | 61 | 17 | 6 | 1262 | 190 | 169 | 1091 | 99 | Volume |
| 0.13 | 0.05 | 0.26 | 0.02 | 0.02 | 0.01 | 0.00 | 0.37 | 0.11 | 0.10 | 0.32 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.13 | | V/C | 0.02 | | V/C | 0.37 | | V/C | 0.10 | | 0.615 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.13 | | RTOG | 0.02 | | RTOG | 0.37 | | RTOG | 0.47 | | Right Turn Adjustment |
| RTOR | 0.10 | | RTOR | 0.15 | | RTOR | 0.13 | | RTOR | 0.09 | | |
| RTC | 0.20 | | RTC | 0.13 | | RTC | 0.47 | | RTC | 0.54 | | |
| Addl ICU | 0.06 | | Addl ICU | -0.12 | | Addl ICU | -0.35 | | Addl ICU | -0.48 | | |
| | 0.06 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.72 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 0.5 | 0.0 | 0.5 | 0.5 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 1287 | 413 | 452 | 504 | 1196 | 474 | Total Saturation |
| 34 | 400 | 15 | 30 | 302 | 79 | 162 | 52 | 59 | 16 | 38 | 48 | Volume |
| 0.04 | 0.24 | 0.02 | 0.04 | 0.18 | 0.09 | 0.13 | 0.13 | 0.13 | 0.03 | 0.05 | 0.05 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.24 | V/C | | 0.04 | V/C | | 0.13 | V/C | | 0.05 | 0.448 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.23 | RTOG | | 0.15 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.13 | RTOR | | 0.09 | RTOR | | 0.04 | |
| RTC | | 0.27 | RTC | | 0.33 | RTC | | 0.22 | RTC | | 0.08 | |
| Addl ICU | | -0.25 | Addl ICU | | -0.23 | Addl ICU | | -0.09 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.50 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 250 | 297 | 93 | 129 | 138 | 356 | 586 | 1594 | 203 | 98 | 2422 | 311 | Volume |
| 0.07 | 0.09 | 0.05 | 0.08 | 0.04 | 0.00 | 0.17 | 0.31 | 0.12 | 0.03 | 0.47 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.09 | V/C | | 0.08 | V/C | | 0.17 | V/C | | 0.47 | 0.810 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.09 | RTOG | | 0.09 | RTOG | | 0.62 | RTOG | | 0.47 | Right Turn Adjustment |
| RTOR | | 0.33 | RTOR | | 0.17 | RTOR | | 0.12 | RTOR | | 0.08 | |
| RTC | | 0.34 | RTC | | 0.22 | RTC | | 0.71 | RTC | | 0.53 | |
| Addl ICU | | -0.28 | Addl ICU | | -0.22 | Addl ICU | | -0.59 | Addl ICU | | -0.35 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.86 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3171 | 229 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3076 | 324 | Total Saturation |
| 451 | 415 | 30 | 45 | 301 | 636 | 791 | 541 | 398 | 27 | 504 | 53 | Volume |
| 0.13 | 0.13 | 0.13 | 0.03 | 0.09 | 0.37 | 0.23 | 0.16 | 0.23 | 0.02 | 0.16 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.13 | V/C | | 0.09 | V/C | | 0.23 | V/C | | 0.16 | 0.618 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.09 | RTOG | | 0.38 | RTOG | | 0.16 | Right Turn Adjustment |
| RTOR | | 0.24 | RTOR | | 0.23 | RTOR | | 0.13 | RTOR | | 0.09 | |
| RTC | | 0.37 | RTC | | 0.26 | RTC | | 0.48 | RTC | | 0.23 | |
| Addl ICU | | -0.24 | Addl ICU | | 0.11 | Addl ICU | | -0.25 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.11 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 404 | 0 | 308 | 308 | 986 | 0 | 0 | 1060 | 435 | Volume |
| 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.18 | 0.18 | 0.29 | 0.00 | 0.00 | 0.31 | 0.26 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.18 | V/C | | 0.31 | 0.612 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.12 | RTOG | | 0.12 | RTOG | | 0.49 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.20 | RTOR | | 0.18 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | 0.03 | RTC | | 0.25 | RTC | | 0.58 | RTC | | 0.40 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.07 | Addl ICU | | -0.58 | Addl ICU | | -0.15 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 180 | 0 | 87 | 0 | 0 | 0 | 0 | 1792 | 161 | 99 | 3059 | 0 | Volume |
| 0.11 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.09 | 0.06 | 0.60 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.11 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.60 | 0.706 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | -0.11 | RTOG | | 0.54 | RTOG | | 0.60 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.00 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | 0.29 | RTC | | -0.11 | RTC | | 0.62 | RTC | | 0.68 | |
| Addl ICU | | -0.24 | Addl ICU | | 0.11 | Addl ICU | | -0.53 | Addl ICU | | -0.68 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.76 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 109 | 515 | 122 | 317 | 398 | 287 | 486 | 1053 | 142 | 116 | 758 | 395 | Volume |
| 0.06 | 0.15 | 0.07 | 0.09 | 0.12 | 0.17 | 0.14 | 0.31 | 0.08 | 0.03 | 0.22 | 0.23 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.15 | V/C | | 0.09 | V/C | | 0.14 | V/C | | 0.22 | 0.611 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.18 | RTOG | | 0.33 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.14 | RTOR | | 0.13 | RTOR | | 0.09 | |
| RTC | | 0.19 | RTC | | 0.29 | RTC | | 0.43 | RTC | | 0.29 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.12 | Addl ICU | | -0.34 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 514 | 459 | 228 | 119 | 503 | 270 | 276 | 1195 | 558 | 233 | 1095 | 109 | Volume |
| 0.15 | 0.14 | 0.13 | 0.07 | 0.15 | 0.16 | 0.08 | 0.23 | 0.00 | 0.07 | 0.21 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.15 | V/C | | 0.15 | V/C | | 0.23 | V/C | | 0.07 | 0.602 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.15 | RTOG | | 0.23 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.09 | RTOR | | 0.15 | RTOR | | 0.16 | |
| RTC | | 0.28 | RTC | | 0.21 | RTC | | 0.35 | RTC | | 0.34 | |
| Addl ICU | | -0.15 | Addl ICU | | -0.06 | Addl ICU | | -0.35 | Addl ICU | | -0.28 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.65 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 1700 | 7369 | 1131 | 3400 | 1700 | 3400 | 3400 | 2164 | 1236 | Total Saturation |
| 584 | 2824 | 5 | 5 | 2638 | 405 | 615 | 43 | 822 | 20 | 28 | 16 | Volume |
| 0.17 | 0.42 | 0.00 | 0.00 | 0.36 | 0.36 | 0.18 | 0.03 | 0.24 | 0.01 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.17 | V/C | | 0.36 | V/C | | 0.18 | V/C | | 0.01 | 0.724 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.53 | RTOG | | 0.36 | RTOG | | 0.19 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.18 | RTOR | | 0.17 | RTOR | | 0.11 | |
| RTC | | 0.65 | RTC | | 0.49 | RTC | | 0.32 | RTC | | 0.10 | |
| Addl ICU | | -0.65 | Addl ICU | | -0.14 | Addl ICU | | -0.08 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 367 | 1333 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 308 | 27 | 98 | 36 | 55 | 114 | 31 | 1408 | 258 | 59 | 1093 | 15 | Volume |
| 0.09 | 0.07 | 0.07 | 0.02 | 0.03 | 0.07 | 0.02 | 0.41 | 0.15 | 0.03 | 0.32 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.09 | V/C | | 0.03 | V/C | | 0.41 | V/C | | 0.03 | 0.572 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.03 | RTOG | | 0.41 | RTOG | | 0.43 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.13 | RTOR | | 0.09 | RTOR | | 0.05 | |
| RTC | | 0.13 | RTC | | 0.13 | RTC | | 0.48 | RTC | | 0.47 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.06 | Addl ICU | | -0.33 | Addl ICU | | -0.46 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.62 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 75 | 94 | 116 | 274 | 96 | 178 | 142 | 1675 | 70 | 147 | 2578 | 381 | Volume |
| 0.04 | 0.06 | 0.07 | 0.08 | 0.06 | 0.10 | 0.08 | 0.33 | 0.04 | 0.09 | 0.51 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.06 | V/C | | 0.08 | V/C | | 0.08 | V/C | | 0.51 | 0.725 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.06 | RTOG | | 0.09 | RTOG | | 0.50 | RTOG | | 0.51 | Right Turn Adjustment |
| RTOR | | 0.26 | RTOR | | 0.08 | RTOR | | 0.08 | RTOR | | 0.08 | |
| RTC | | 0.25 | RTC | | 0.15 | RTC | | 0.56 | RTC | | 0.57 | |
| Addl ICU | | -0.18 | Addl ICU | | -0.05 | Addl ICU | | -0.52 | Addl ICU | | -0.34 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.77 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2577 | 823 | 1700 | 3273 | 127 | 1700 | 442 | 1258 | 1700 | 1457 | 243 | Total Saturation |
| 59 | 476 | 152 | 3 | 361 | 14 | 10 | 13 | 37 | 90 | 12 | 2 | Volume |
| 0.03 | 0.18 | 0.18 | 0.00 | 0.11 | 0.11 | 0.01 | 0.03 | 0.03 | 0.05 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.05 | 0.269 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.15 | RTOG | | 0.03 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.05 | RTOR | | 0.07 | RTOR | | 0.08 | RTOR | | 0.00 | |
| RTC | | 0.22 | RTC | | 0.21 | RTC | | 0.09 | RTC | | 0.08 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.10 | Addl ICU | | -0.06 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.32 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | Total Saturation |
| 127 | 684 | 235 | 18 | 691 | 14 | 18 | 84 | 99 | 151 | 47 | 47 | Volume |
| 0.15 | 0.40 | 0.28 | 0.02 | 0.41 | 0.02 | 0.02 | 0.05 | 0.12 | 0.18 | 0.03 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.15 | V/C | | 0.41 | V/C | | 0.05 | V/C | | 0.18 | 0.783 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.53 | RTOG | | 0.41 | RTOG | | 0.05 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.20 | RTOR | | 0.15 | RTOR | | 0.15 | |
| RTC | | 0.67 | RTC | | 0.56 | RTC | | 0.16 | RTC | | 0.32 | |
| Addl ICU | | -0.39 | Addl ICU | | -0.54 | Addl ICU | | -0.05 | Addl ICU | | -0.27 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3070 | 330 | 1700 | 2968 | 432 | 1700 | 403 | 1297 | 1700 | 1020 | 680 | Total Saturation |
| 29 | 614 | 66 | 13 | 549 | 80 | 113 | 23 | 74 | 51 | 9 | 6 | Volume |
| 0.02 | 0.20 | 0.20 | 0.01 | 0.19 | 0.19 | 0.07 | 0.06 | 0.06 | 0.03 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.20 | V/C | | 0.01 | V/C | | 0.06 | V/C | | 0.03 | 0.295 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.19 | RTOG | | 0.06 | RTOG | | 0.02 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.08 | RTOR | | 0.02 | RTOR | | 0.01 | |
| RTC | | 0.22 | RTC | | 0.25 | RTC | | 0.07 | RTC | | 0.03 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.06 | Addl ICU | | -0.02 | Addl ICU | | -0.02 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.34 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1396 | 304 | 850 | 1656 | 44 | 850 | 1684 | 16 | 850 | 1678 | 22 | Total Saturation |
| 1 | 156 | 34 | 7 | 76 | 2 | 5 | 427 | 4 | 32 | 305 | 4 | Volume |
| 0.00 | 0.11 | 0.11 | 0.01 | 0.05 | 0.05 | 0.01 | 0.25 | 0.25 | 0.04 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.11 | V/C | | 0.01 | V/C | | 0.25 | V/C | | 0.04 | 0.411 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.12 | RTOG | | 0.25 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.11 | RTOR | | 0.07 | RTOR | | 0.01 | |
| RTC | | 0.14 | RTC | | 0.20 | RTC | | 0.31 | RTC | | 0.29 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.16 | Addl ICU | | -0.06 | Addl ICU | | -0.11 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.46 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 74 | 0 | 78 | 0 | 0 | 0 | 0 | 1772 | 48 | 80 | 2747 | 0 | Volume |
| 0.04 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.03 | 0.05 | 0.54 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.54 | 0.582 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | -0.04 | RTOG | | 0.49 | RTOG | | 0.54 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.19 | RTC | | -0.04 | RTC | | 0.52 | RTC | | 0.57 | |
| Addl ICU | | -0.14 | Addl ICU | | 0.04 | Addl ICU | | -0.50 | Addl ICU | | -0.57 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.63 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 70 | 98 | 0 | 0 | 71 | 26 | 64 | 0 | 96 | 0 | 0 | 0 | Volume |
| 0.04 | 0.06 | 0.00 | 0.00 | 0.04 | 0.02 | 0.04 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.04 | V/C | | 0.04 | V/C | | 0.04 | V/C | | 0.00 | 0.121 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.08 | RTOG | | 0.04 | RTOG | | 0.04 | RTOG | | -0.04 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.04 | RTOR | | 0.03 | |
| RTC | | 0.11 | RTC | | 0.07 | RTC | | 0.07 | RTC | | -0.02 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.05 | Addl ICU | | -0.01 | Addl ICU | | 0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.17 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 39 | 1661 | 0 | 0 | 1507 | 193 | Total Saturation |
| 0 | 0 | 0 | 26 | 0 | 38 | 10 | 422 | 0 | 0 | 289 | 37 | Volume |
| 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.04 | 0.25 | 0.25 | 0.00 | 0.00 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.25 | V/C | | 0.19 | 0.476 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.03 | RTOG | | 0.03 | RTOG | | 0.45 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.25 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.11 | RTC | | 0.22 | RTC | | 0.47 | RTC | | 0.21 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.18 | Addl ICU | | -0.47 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.53 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1695 | 5 | Total Saturation |
| 0 | 0 | 0 | 4 | 0 | 1 | 19 | 399 | 0 | 0 | 335 | 1 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.23 | 0.00 | 0.00 | 0.20 | 0.20 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.23 | V/C | | 0.00 | 0.239 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.23 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.03 | RTC | | 0.24 | RTC | | 0.23 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.03 | Addl ICU | | -0.24 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 54 | 15 | 42 | 62 | 18 | 85 | 79 | 1936 | 68 | 84 | 3041 | 98 | Volume |
| 0.03 | 0.01 | 0.02 | 0.04 | 0.01 | 0.05 | 0.05 | 0.38 | 0.04 | 0.05 | 0.60 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.01 | V/C | | 0.04 | V/C | | 0.05 | V/C | | 0.60 | 0.688 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.01 | RTOG | | 0.59 | RTOG | | 0.60 | Right Turn Adjustment |
| RTOR | | 0.26 | RTOR | | 0.05 | RTOR | | 0.03 | RTOR | | 0.04 | |
| RTC | | 0.21 | RTC | | 0.05 | RTC | | 0.62 | RTC | | 0.62 | |
| Addl ICU | | -0.18 | Addl ICU | | 0.00 | Addl ICU | | -0.58 | Addl ICU | | -0.57 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.74 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1618 | 82 | 1700 | 1557 | 143 | 1700 | 1593 | 107 | 1700 | 1492 | 208 | Total Saturation |
| 40 | 138 | 7 | 32 | 163 | 15 | 5 | 371 | 25 | 3 | 279 | 39 | Volume |
| 0.02 | 0.09 | 0.09 | 0.02 | 0.10 | 0.10 | 0.00 | 0.23 | 0.23 | 0.00 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.10 | V/C | | 0.23 | V/C | | 0.00 | 0.363 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.10 | RTOG | | 0.23 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.02 | RTOR | | 0.04 | |
| RTC | | 0.11 | RTC | | 0.14 | RTC | | 0.25 | RTC | | 0.26 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.04 | Addl ICU | | -0.02 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.41 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1360 | 340 | 1700 | 1700 | 1700 | 1700 | 3136 | 264 | 1700 | 3400 | 1700 | Total Saturation |
| 59 | 56 | 14 | 66 | 50 | 276 | 437 | 964 | 81 | 20 | 1055 | 112 | Volume |
| 0.03 | 0.04 | 0.04 | 0.04 | 0.03 | 0.16 | 0.26 | 0.31 | 0.31 | 0.01 | 0.31 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.04 | V/C | | 0.26 | V/C | | 0.31 | 0.647 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.05 | RTOG | | 0.56 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.26 | RTOR | | 0.26 | RTOR | | 0.05 | RTOR | | 0.04 | |
| RTC | | 0.24 | RTC | | 0.24 | RTC | | 0.59 | RTC | | 0.34 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.08 | Addl ICU | | -0.29 | Addl ICU | | -0.27 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.70 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 675 | 1025 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 67 | 47 | 150 | 69 | 27 | 41 | 70 | 1754 | 151 | 205 | 2964 | 182 | Volume |
| 0.04 | 0.03 | 0.09 | 0.04 | 0.04 | 0.04 | 0.04 | 0.34 | 0.09 | 0.06 | 0.58 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.03 | V/C | | 0.04 | V/C | | 0.04 | V/C | | 0.58 | 0.691 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.03 | RTOG | | 0.56 | RTOG | | 0.58 | Right Turn Adjustment |
| RTOR | | 0.28 | RTOR | | 0.04 | RTOR | | 0.03 | RTOR | | 0.04 | |
| RTC | | 0.24 | RTC | | 0.06 | RTC | | 0.58 | RTC | | 0.61 | |
| Addl ICU | | -0.15 | Addl ICU | | -0.02 | Addl ICU | | -0.49 | Addl ICU | | -0.50 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.74 | | | | | | | | | | | | |

INTERSECTION ANALYSIS WORKSHEETS

**POST YEAR 2035 – WITH STADIUM
2012 MODIFIED PROJECT OPTION 2
PM PEAK HOUR**

IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Impact Analysis Report
 Level Of Service

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|------|-------------|---------|--------|-------------|---------|--------------|
| | LOS | Del/ Veh | V/ C | LOS | Del/ Veh | V/ C | |
| # 1 "B" St & Driveway 1 | A | 9.7 | 0.004 | A | 9.7 | 0.004 | + 0.000 D/V |
| # 2 "B" St & Driveway 2 | B | 10.2 | 0.037 | B | 10.2 | 0.037 | + 0.000 D/V |
| # 3 Driveway 3 & "LQ" St | A | 10.0 | 0.023 | A | 10.0 | 0.023 | + 0.000 D/V |
| # 4 Driveway 4 & "LQ" St | B | 14.6 | 0.033 | B | 14.6 | 0.033 | + 0.000 D/V |
| # 5 "LQ" St & Driveway 5 | B | 10.0 | 0.035 | B | 10.0 | 0.035 | + 0.000 D/V |
| # 6 "LQ" St & Driveway 6 | C | 15.5 | 0.107 | C | 15.5 | 0.107 | + 0.000 D/V |
| # 7 "LQ" St & Driveway 7 | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 D/V |
| #282 Jeffrey Rd & Portola Pkwy | D | xxxxx | 0.817 | D | xxxxx | 0.817 | + 0.000 V/C |
| #283 Jeffrey Rd & Irvine Blvd | E | xxxxx | 0.971 | E | xxxxx | 0.971 | + 0.000 V/C |
| #284 Jeffrey Rd & Bryan Ave | D | xxxxx | 0.803 | D | xxxxx | 0.803 | + 0.000 V/C |
| #285 Jeffrey Rd & Trabuco Rd | D | xxxxx | 0.898 | D | xxxxx | 0.898 | + 0.000 V/C |
| #300 Sand Canyon Ave & Portola Pkwy | B | xxxxx | 0.636 | B | xxxxx | 0.636 | + 0.000 V/C |
| #301 Sand Canyon Ave & Irvine Blvd | D | xxxxx | 0.811 | D | xxxxx | 0.811 | + 0.000 V/C |
| #302 Sand Canyon Ave & Trabuco Rd | D | xxxxx | 0.896 | D | xxxxx | 0.896 | + 0.000 V/C |
| #303 Sand Canyon Ave & I-5 NB Ramps | C | 33.3 | 0.958 | C | 33.3 | 0.958 | + 0.000 D/V |
| #305 Sand Canyon Ave & I-5 SB Ramps | B | 19.2 | 0.895 | B | 19.2 | 0.895 | + 0.000 D/V |
| #306 Sand Canyon Ave & Oak Canyon R | F | xxxxx | 1.210 | F | xxxxx | 1.210 | + 0.000 V/C |
| #316 SR-133 SB Ramps & Irvine Blvd | A | 7.6 | 0.563 | A | 7.6 | 0.563 | + 0.000 D/V |
| #317 SR-133 NB Ramps & Irvine Blvd | B | 18.6 | 0.891 | B | 18.6 | 0.891 | + 0.000 D/V |
| #338 Alton Pkwy & Irvine Blvd | F | xxxxx | 1.021 | F | xxxxx | 1.021 | + 0.000 V/C |
| #339 Alton Pkwy & Toledo Wy | C | xxxxx | 0.718 | C | xxxxx | 0.718 | + 0.000 V/C |
| #340 Alton Pkwy & Jeronimo Rd | A | xxxxx | 0.580 | A | xxxxx | 0.580 | + 0.000 V/C |
| #341 Alton Pkwy & Barranca Pkwy | D | xxxxx | 0.804 | D | xxxxx | 0.804 | + 0.000 V/C |

IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

| Intersection | Base | | | Future | | | Change in |
|-------------------------------------|-------------|-----------|-------|-------------|-----------|-------|--------------|
| | Del/ LOS | V/ Veh | C | Del/ LOS | V/ Veh | C | |
| #367 Bake Pkwy & I-5/I-405 SB Ramps | A | 7.5 | 0.593 | A | 7.5 | 0.593 | + 0.000 D/V |
| #368 Bake Pkwy & I-5 NB Ramps | C | 23.1 | 0.855 | C | 23.1 | 0.855 | + 0.000 D/V |
| #444 Sand Canyon Ave & Burt Rd | F | xxxxxx | 1.008 | F | xxxxxx | 1.008 | + 0.000 V/C |
| #486 SR-133 SB Ramps & Trabuco Rd | B | 12.8 | 0.563 | B | 12.8 | 0.563 | + 0.000 D/V |
| #487 SR-133 NB Ramps & Trabuco Rd | C | 20.8 | 0.605 | C | 20.8 | 0.605 | + 0.000 D/V |
| #556 Ridge Valley & Portola Pkwy | E | xxxxxx | 0.901 | E | xxxxxx | 0.901 | + 0.000 V/C |
| #557 "O" St & "C" St | A | 2.8 | 0.264 | A | 2.8 | 0.264 | + 0.000 V/C |
| #558 "O" St & Irvine Blvd | D | xxxxxx | 0.886 | D | xxxxxx | 0.886 | + 0.000 V/C |
| #559 "O" St & Trabuco Rd | C | xxxxxx | 0.715 | C | xxxxxx | 0.715 | + 0.000 V/C |
| #560 "O" St & Marine Wy | C | xxxxxx | 0.729 | C | xxxxxx | 0.729 | + 0.000 V/C |
| #563 "B" St & Irvine Blvd | C | xxxxxx | 0.772 | C | xxxxxx | 0.772 | + 0.000 V/C |
| #566 Marine Wy & Barranca Pkwy | B | xxxxxx | 0.668 | B | xxxxxx | 0.668 | + 0.000 V/C |
| #567 Marine Wy & Alton Pkwy | B | xxxxxx | 0.665 | B | xxxxxx | 0.665 | + 0.000 V/C |
| #569 Bake Pkwy & Marine Wy | D | xxxxxx | 0.830 | D | xxxxxx | 0.830 | + 0.000 V/C |
| #571 Portola Springs & Portola Pkwy | B | xxxxxx | 0.656 | B | xxxxxx | 0.656 | + 0.000 V/C |
| #572 Modjeska/"A" St & Irvine Blvd | D | xxxxxx | 0.847 | D | xxxxxx | 0.847 | + 0.000 V/C |
| #603 "O" St & "LN" St | A | xxxxxx | 0.321 | A | xxxxxx | 0.321 | + 0.000 V/C |
| #605 "O" St & "LQ" St | A | 3.4 | 0.465 | A | 3.4 | 0.465 | + 0.000 V/C |
| #608 "O" St & "LV" St | A | xxxxxx | 0.376 | A | xxxxxx | 0.376 | + 0.000 V/C |
| #626 "LY" St & "LQ" St | A | 4.7 | 0.376 | A | 4.7 | 0.376 | + 0.000 V/C |
| #627 "LY" St & Irvine Blvd | B | xxxxxx | 0.635 | B | xxxxxx | 0.635 | + 0.000 V/C |
| #631 "LY" St & Trabuco Rd | A | 9.6 | 0.097 | A | 9.6 | 0.097 | + 0.000 D/V |
| #782 "A" St & "LQ" St | A | 4.4 | 0.363 | A | 4.4 | 0.363 | + 0.000 V/C |
| #787 "Z" St & "LQ" St | B | 14.0 | 0.015 | B | 14.0 | 0.015 | + 0.000 D/V |
| #790 "Z" St & Irvine Blvd | C | xxxxxx | 0.775 | C | xxxxxx | 0.775 | + 0.000 V/C |

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| Intersection | Base | | Future | | Change in |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|
| | Del/ LOS | V/ Veh C | Del/ LOS | V/ Veh C | |
| #798 "B" St & "LQ" St | A xxxxx | 0.412 | A xxxxx | 0.412 | + 0.000 V/C |
| #799 "B" St & Marine Wy | D xxxxx | 0.819 | D xxxxx | 0.819 | + 0.000 V/C |
| #800 "A-02" St/"LQ" St & Irvine Blv | D xxxxx | 0.801 | D xxxxx | 0.801 | + 0.000 V/C |

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Signal Warrant Summary Report

| Intersection | Base Met | Future Met |
|---------------------------|-------------|-------------|
| | [Del / Vol] | [Del / Vol] |
| # 1 "B" St & Driveway 1 | No / No | ??? / ??? |
| # 2 "B" St & Driveway 2 | No / No | ??? / ??? |
| # 3 Driveway 3 & "LQ" St | No / No | ??? / ??? |
| # 4 Driveway 4 & "LQ" St | No / No | ??? / ??? |
| # 5 "LQ" St & Driveway 5 | No / No | ??? / ??? |
| # 6 "LQ" St & Driveway 6 | No / No | ??? / ??? |
| # 7 "LQ" St & Driveway 7 | No / No | ??? / ??? |
| #631 "LY" St & Trabuco Rd | No / No | ??? / ??? |
| #787 "Z" St & "LQ" St | No / No | ??? / ??? |

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Peak Hour Delay Signal Warrant Report

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 268 | 4 | 0 | 410 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 9.7 | | | | | | | |

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=3]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=685]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 "B" St & Driveway 1

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FinalVolume: | 0 | 268 | 4 | 0 | 410 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | | |
| Major Street Volume: | 682 | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 3 | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 321 | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

 Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|----|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 160 | 7 | 53 | 382 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 21 | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 10.2 | | | | | | | | |

 Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=27]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=629]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 "B" St & Driveway 2

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|----|-----|------------|---|---|------------|---|---|---|---|----|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| FinalVolume: | 0 | 160 | 7 | | 53 | 382 | 0 | | 0 | 0 | 0 | 0 | 6 | 0 | 21 | | | |
| Major Street Volume: | | | | | | | 602 | | | | | | | | | | | |
| Minor Approach Volume: | | | | | | | 27 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | | | 460 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|----|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 17 | 14 | 388 | 0 | 0 | 0 | 0 | 299 | 7 | 7 | 7 |
| ApproachDel: | xxxxxx | | | | 10.0 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=17]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=725]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Driveway 3 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | | 14 | 388 | 0 | | | 0 | 299 | 7 | | |
| Major Street Volume: | | | | | 708 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 17 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 404 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|--------------|-------------|----|---|-------------|---|---|--------------|---|---|--------------|----|-----|---|---|---|---|-----|---|----|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 4 | 11 | | 7 | | 4 | 3 | | 4 | | 21 | 379 | | 1 | | 4 | 303 | | 14 | |
| ApproachDel: | 14.6 | | | 14.1 | | | xxxxxx | | | xxxxxx | | | | | | | | | | |

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=22]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=755]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=11]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=755]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Driveway 4 & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|----------------------------------|-------------|----|---|-------------|---|---|--------------|-----|---|--------------|-----|----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| FinalVolume: | 4 | 11 | 7 | 4 | 3 | 4 | 21 | 379 | 1 | 4 | 303 | 14 | | | | | | |
| Major Street Volume: | 722 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 22 | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 397 | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|---|------------|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 380 | 0 | 0 | 299 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 10.0 | | | xxxxxx | | | | | | | |

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=26]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=705]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 IUSD High School #5 TIA
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 "LQ" St & Driveway 5

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|---|-----|---|--------------|---|---|-----|------------|---|-----|---|------------|---|-----|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | | 380 | | 0 | 0 | | 299 | | 0 | 0 | | 0 | | 26 | 0 | | 0 | | 0 |
| Major Street Volume: | | | | | | | | | | | 679 | | | | | | | | | |
| Minor Approach Volume: | | | | | | | | | | | | | | | 26 | | | | | |
| Minor Approach Volume Threshold: | | | | | | | | | | | | | | | 323 | | | | | |

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

 Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|-----|---|--------------|-----|----|------------|---|----|------------|----|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| FinalVolume: | 39 | 283 | 1 | 0 | 291 | 35 | 37 | 7 | 14 | 4 | 18 | 0 | | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 14.9 | | | 15.5 | | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=58]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=729]

FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=22]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=729]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 "LQ" St & Driveway 6

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | |
|----------------------------------|--------------|-----|---|--------------|-----|----|------------|---|----|------------|----|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| FinalVolume: | 39 | 283 | 1 | 0 | 291 | 35 | 37 | 7 | 14 | 4 | 18 | 0 | | | | | | | |
| Major Street Volume: | 649 | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 58 | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 560 | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|--------------|-----|---|--------------|-----|-----|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 265 | 0 | 0 | 294 | 130 | 0 | 0 | 0 | 0 | 0 | 0 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 "LQ" St & Driveway 7

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|-----|-----|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 265 | 0 | 0 | 0 | 0 | 294 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | | | | | 689 | | | | | | | | | | | | | | | |
| Minor Approach Volume: | | | | | 0 | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | | | | | 413 | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|--------------|--------------|-----|---|--------------|----|----|------------|---|----|------------|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 69 | 147 | 0 | 0 | 97 | 24 | 24 | 0 | 94 | 0 | 0 | 0 | 0 | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.6 | | | xxxxxx | | | | | | | | |

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=118]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=455]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #631 "LY" St & Trabuco Rd

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | | |
|----------------------------------|--------------|-----|---|---|--------------|---|----|----|------------|---|----|---|------------|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| FinalVolume: | 69 | 147 | 0 | 0 | 0 | 0 | 97 | 24 | 24 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Street Volume: | 337 | | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume: | 118 | | | | | | | | | | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 842 | | | | | | | | | | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Peak Hour Delay Signal Warrant Report

 Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|--------------|-------------|---|---|---|-------------|---|---|---|--------------|---|----|-----|--------------|---|---|---|-----|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 19 | 401 | 0 | 0 | 0 | 0 | 334 | 1 | 1 | 1 |
| ApproachDel: | xxxxxx | | | | 14.0 | | | | xxxxxx | | | | xxxxxx | | | | | | | |

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=5]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=760]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #787 "Z" St & "LQ" St

Base Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------------------|-------------|---|---|-------------|---|---|--------------|-----|---|--------------|-----|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 |
| FinalVolume: | 0 | 0 | 0 | 4 | 0 | 1 | 19 | 401 | 0 | 0 | 334 | 1 |
| Major Street Volume: | 755 | | | | | | | | | | | |
| Minor Approach Volume: | 5 | | | | | | | | | | | |
| Minor Approach Volume Threshold: | 382 | | | | | | | | | | | |

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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IUSD High School #5 TIA
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2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 "B" St & Driveway 1

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[9.7]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 5 rows of adjustment factors.

Critical Gap Module table with 12 columns and 2 rows of gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity and volume data.

Level of Service Module table with 12 columns and 7 rows of LOS and delay data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 "B" St & Driveway 2

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[10.2]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 0 1 0, etc.)

Volume Module: Table with 4 columns (North, South, East, West) and 3 rows (T, R, L) and 12 rows of volume data (Base Vol, Growth Adj, etc.)

Critical Gap Module: Table with 4 columns (North, South, East, West) and 3 rows (T, R, L) and 3 rows of gap data (Critical Gp, FollowUpTim)

Capacity Module: Table with 4 columns (North, South, East, West) and 3 rows (T, R, L) and 4 rows of capacity data (Cnflct Vol, Potent Cap., etc.)

Level of Service Module: Table with 4 columns (North, South, East, West) and 3 rows (T, R, L) and 10 rows of LOS data (2Way95thQ, Control Del, etc.)

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Driveway 3 & "LQ" St

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[10.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0-1).

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and 4 columns for approaches (North, South, East, West).

Critical Gap Module: Table with 12 columns for critical gap and follow-up time components and 4 columns for approaches.

Capacity Module: Table with 12 columns for capacity components (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for approaches.

Level of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for approaches.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Driveway 4 & "LQ" St

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[14.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustments for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns showing critical gap and follow-up times for each approach.

Capacity Module table with 12 columns showing conflict volumes, potential capacity, move capacity, and volume/capacity ratios.

Level of Service Module table with 12 columns showing LOS for 2-way, control delay, LOS by movement, shared capacity, shared queue, shared control delay, shared LOS, approach delay, and approach LOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 "LQ" St & Driveway 5

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B [10.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time values.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing 2Way95thQ, Control Del, LOS by Move, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 "LQ" St & Driveway 6

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: C[15.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustment factors for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time values.

Capacity Module: Table with 12 columns showing conflict volume, potent capacity, move capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 "LQ" St & Driveway 7

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module table with 12 columns representing critical gap and follow-up time components.

Capacity Module table with 12 columns representing capacity components like Conflict Vol, Potent Cap., etc.

Level of Service Module table with 12 columns representing LOS components like 2Way95thQ, Control Del, etc.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #282 Jeffrey Rd & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.817
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 2 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 790 | 215 | 141 | 408 | 253 | 74 | 360 | 918 | 392 | 529 | 688 | 157 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 790 | 215 | 141 | 408 | 253 | 74 | 360 | 918 | 392 | 529 | 688 | 157 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 790 | 215 | 0 | 408 | 253 | 74 | 360 | 918 | 392 | 529 | 688 | 157 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 790 | 215 | 0 | 408 | 253 | 74 | 360 | 918 | 392 | 529 | 688 | 157 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 790 | 215 | 0 | 408 | 253 | 74 | 360 | 918 | 392 | 529 | 688 | 157 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.44 | 0.56 |
| Final Sat.: | 3400 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 3400 | 4152 | 948 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.23 | 0.13 | 0.00 | 0.24 | 0.15 | 0.04 | 0.21 | 0.18 | 0.23 | 0.16 | 0.17 | 0.17 |
| Crit Moves: | **** | | | **** | | | **** | | **** | **** | | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #284 Jeffrey Rd & Bryan Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves.

 IUSD High School #5 TIA
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 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #285 Jeffrey Rd & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.898
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 86 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | | | | | | |
| Rights: | WideBypass | | | Include | | | Include | | | Include | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 241 | 2083 | 501 | 106 | 1104 | 166 | 395 | 668 | 169 | 264 | 661 | 279 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 241 | 2083 | 501 | 106 | 1104 | 166 | 395 | 668 | 169 | 264 | 661 | 279 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 241 | 2083 | 501 | 106 | 1104 | 166 | 395 | 668 | 169 | 264 | 661 | 279 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 241 | 2083 | 501 | 106 | 1104 | 166 | 395 | 668 | 169 | 264 | 661 | 279 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 241 | 2083 | 501 | 106 | 1104 | 166 | 395 | 668 | 169 | 264 | 661 | 279 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.42 | 0.58 | 2.00 | 4.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3400 | 4111 | 989 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.51 | 0.51 | 0.03 | 0.16 | 0.10 | 0.12 | 0.20 | 0.10 | 0.08 | 0.19 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #300 Sand Canyon Ave & Portola Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.636 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 31 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 651 | 0 | 417 | 0 | 0 | 0 | 0 | 908 | 260 | 433 | 1031 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 651 | 0 | 417 | 0 | 0 | 0 | 0 | 908 | 260 | 433 | 1031 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 651 | 0 | 417 | 0 | 0 | 0 | 0 | 908 | 0 | 433 | 1031 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 651 | 0 | 417 | 0 | 0 | 0 | 0 | 908 | 0 | 433 | 1031 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 651 | 0 | 417 | 0 | 0 | 0 | 0 | 908 | 0 | 433 | 1031 | 0 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 1700 | 3400 | 3400 | 0 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.19 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.00 | 0.13 | 0.30 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Sand Canyon Ave & Irvine Blvd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.811 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 54 | Level Of Service: | D |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 3 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 540 | 847 | 526 | 135 | 574 | 249 | 194 | 1252 | 187 | 433 | 1920 | 477 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 540 | 847 | 526 | 135 | 574 | 249 | 194 | 1252 | 187 | 433 | 1920 | 477 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 540 | 847 | 526 | 135 | 574 | 249 | 194 | 1252 | 187 | 433 | 1920 | 477 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 540 | 847 | 526 | 135 | 574 | 249 | 194 | 1252 | 187 | 433 | 1920 | 477 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 540 | 847 | 526 | 135 | 574 | 249 | 194 | 1252 | 187 | 433 | 1920 | 477 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 1.00 | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.16 | 0.17 | 0.15 | 0.04 | 0.17 | 0.15 | 0.06 | 0.18 | 0.11 | 0.13 | 0.38 | 0.28 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Stadium
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #303 Sand Canyon Ave & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 0 Average Delay (sec/veh): 33.3
Optimal Cycle: 180 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Stadium
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 Sand Canyon Ave & I-5 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 0 Average Delay (sec/veh): 19.2
Optimal Cycle: 180 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Sand Canyon Ave & Oak Canyon Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 1.210 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 180 | Level Of Service: | F |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 217 | 1921 | 150 | 681 | 1188 | 218 | 363 | 269 | 89 | 189 | 83 | 1621 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 217 | 1921 | 150 | 681 | 1188 | 218 | 363 | 269 | 89 | 189 | 83 | 1621 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 217 | 1921 | 150 | 681 | 1188 | 218 | 363 | 269 | 89 | 189 | 83 | 1621 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 217 | 1921 | 150 | 681 | 1188 | 218 | 363 | 269 | 89 | 189 | 83 | 1621 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 217 | 1921 | 150 | 681 | 1188 | 218 | 363 | 269 | 89 | 189 | 83 | 1621 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.53 | 0.47 | 2.00 | 0.75 | 0.25 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 4309 | 791 | 3400 | 1277 | 423 | 3400 | 1700 | 3400 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.38 | 0.09 | 0.20 | 0.28 | 0.28 | 0.11 | 0.21 | 0.21 | 0.06 | 0.05 | 0.48 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Stadium
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #316 SR-133 SB Ramps & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 0 Average Delay (sec/veh): 7.6
Optimal Cycle: 52 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Alton Pkwy & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.021
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 1 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 826 | 1351 | 239 | 250 | 765 | 870 | 685 | 1085 | 378 | 185 | 1919 | 366 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 826 | 1351 | 239 | 250 | 765 | 870 | 685 | 1085 | 378 | 185 | 1919 | 366 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 826 | 1351 | 0 | 250 | 765 | 0 | 685 | 1085 | 378 | 185 | 1919 | 366 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 826 | 1351 | 0 | 250 | 765 | 0 | 685 | 1085 | 378 | 185 | 1919 | 366 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 826 | 1351 | 0 | 250 | 765 | 0 | 685 | 1085 | 378 | 185 | 1919 | 366 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.24 | 0.26 | 0.00 | 0.07 | 0.15 | 0.00 | 0.20 | 0.21 | 0.22 | 0.05 | 0.38 | 0.22 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Alton Pkwy & Toledo Wy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.718 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 39 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 114 | 2098 | 288 | 57 | 1103 | 69 | 45 | 75 | 165 | 139 | 97 | 150 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 114 | 2098 | 288 | 57 | 1103 | 69 | 45 | 75 | 165 | 139 | 97 | 150 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 114 | 2098 | 0 | 57 | 1103 | 69 | 45 | 75 | 165 | 139 | 97 | 150 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 114 | 2098 | 0 | 57 | 1103 | 69 | 45 | 75 | 165 | 139 | 97 | 150 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 114 | 2098 | 0 | 57 | 1103 | 69 | 45 | 75 | 165 | 139 | 97 | 150 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.82 | 0.18 | 1.00 | 0.31 | 0.69 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 1700 | 4800 | 300 | 1700 | 531 | 1169 | 1700 | 1700 | 1700 |

-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.41 | 0.00 | 0.03 | 0.23 | 0.23 | 0.03 | 0.14 | 0.14 | 0.08 | 0.06 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Alton Pkwy & Jeronimo Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.580 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 28 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 20 | 2042 | 338 | 80 | 1715 | 9 | 45 | 23 | 138 | 317 | 14 | 136 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 2042 | 338 | 80 | 1715 | 9 | 45 | 23 | 138 | 317 | 14 | 136 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 2042 | 0 | 80 | 1715 | 9 | 45 | 23 | 0 | 317 | 14 | 136 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 2042 | 0 | 80 | 1715 | 9 | 45 | 23 | 0 | 317 | 14 | 136 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 20 | 2042 | 0 | 80 | 1715 | 9 | 45 | 23 | 0 | 317 | 14 | 136 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.98 | 0.02 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5073 | 27 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.40 | 0.00 | 0.02 | 0.34 | 0.34 | 0.03 | 0.01 | 0.00 | 0.09 | 0.01 | 0.08 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Alton Pkwy & Barranca Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.804
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 53 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 2 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 20 | 1136 | 404 | 159 | 1188 | 700 | 1042 | 515 | 6 | 210 | 429 | 176 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 1136 | 404 | 159 | 1188 | 700 | 1042 | 515 | 6 | 210 | 429 | 176 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 1136 | 0 | 159 | 1188 | 0 | 1042 | 515 | 6 | 210 | 429 | 176 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 1136 | 0 | 159 | 1188 | 0 | 1042 | 515 | 6 | 210 | 429 | 176 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 20 | 1136 | 0 | 159 | 1188 | 0 | 1042 | 515 | 6 | 210 | 429 | 176 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.98 | 0.02 | 2.00 | 1.42 | 0.58 |
| Final Sat.: | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 3361 | 39 | 3400 | 2411 | 989 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.22 | 0.00 | 0.05 | 0.23 | 0.00 | 0.31 | 0.15 | 0.15 | 0.06 | 0.18 | 0.18 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Stadium
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #367 Bake Pkwy & I-5/I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 0 Average Delay (sec/veh): 7.5
Optimal Cycle: 56 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Stadium
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #368 Bake Pkwy & I-5 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.855
Loss Time (sec): 0 Average Delay (sec/veh): 23.1
Optimal Cycle: 158 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #444 Sand Canyon Ave & Burt Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.008
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | WideBypass | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 62 | 3790 | 92 | 106 | 1940 | 72 | 125 | 8 | 72 | 52 | 5 | 103 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 62 | 3790 | 92 | 106 | 1940 | 72 | 125 | 8 | 72 | 52 | 5 | 103 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 62 | 3790 | 92 | 106 | 1940 | 72 | 125 | 8 | 72 | 52 | 5 | 103 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 62 | 3790 | 92 | 106 | 1940 | 72 | 125 | 8 | 72 | 52 | 5 | 103 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 62 | 3790 | 92 | 106 | 1940 | 72 | 125 | 8 | 72 | 52 | 5 | 103 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.93 | 0.07 | 1.00 | 3.00 | 1.00 | 1.00 | 0.10 | 0.90 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1700 | 4979 | 121 | 1700 | 5100 | 1700 | 1700 | 170 | 1530 | 1700 | 1700 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.76 | 0.76 | 0.06 | 0.38 | 0.04 | 0.07 | 0.05 | 0.05 | 0.03 | 0.00 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Stadium
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #486 SR-133 SB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 0 Average Delay (sec/veh): 12.8
Optimal Cycle: 52 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
Post Year 2035 With Stadium
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #487 SR-133 NB Ramps & Trabuco Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 0 Average Delay (sec/veh): 20.8
Optimal Cycle: 58 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #556 Ridge Valley & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.901
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 87 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | WideBypass | | | WideBypass | | | WideBypass | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 212 | 87 | 430 | 32 | 61 | 17 | 6 | 1268 | 190 | 169 | 1094 | 100 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 212 | 87 | 430 | 32 | 61 | 17 | 6 | 1268 | 190 | 169 | 1094 | 100 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 212 | 87 | 430 | 32 | 61 | 17 | 6 | 1268 | 190 | 169 | 1094 | 100 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 212 | 87 | 430 | 32 | 61 | 17 | 6 | 1268 | 190 | 169 | 1094 | 100 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 212 | 87 | 430 | 32 | 61 | 17 | 6 | 1268 | 190 | 169 | 1094 | 100 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.17 | 0.83 | 1.00 | 1.56 | 0.44 | 1.00 | 1.74 | 0.26 | 1.00 | 1.83 | 0.17 |
| Final Sat.: | 1700 | 286 | 1414 | 1700 | 2659 | 741 | 1700 | 2957 | 443 | 1700 | 3115 | 285 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.12 | 0.30 | 0.30 | 0.02 | 0.02 | 0.02 | 0.00 | 0.43 | 0.43 | 0.10 | 0.35 | 0.35 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #557 "O" St & "C" St

Average Delay (sec/veh): 2.8 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 36 | 375 | 1 | 81 | 226 | 95 | 117 | 30 | 125 | 4 | 22 | 105 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 36 | 375 | 1 | 81 | 226 | 95 | 117 | 30 | 125 | 4 | 22 | 105 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 36 | 375 | 1 | 81 | 226 | 95 | 117 | 30 | 125 | 4 | 22 | 105 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 36 | 375 | 1 | 81 | 226 | 95 | 117 | 30 | 125 | 4 | 22 | 105 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 36 | 375 | 1 | 81 | 226 | 95 | 117 | 30 | 125 | 4 | 22 | 105 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|----|-----|---|----|-----|----|-----|----|-----|---|----|-----|
| AutoPCE: | 36 | 375 | 1 | 81 | 226 | 95 | 117 | 30 | 125 | 4 | 22 | 105 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 36 | 375 | 1 | 81 | 226 | 95 | 117 | 30 | 125 | 4 | 22 | 105 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 228 | 62 | 311 | 528 |
| MaxVolume: | 2260 | 2379 | 1032 | 915 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2260 | 2379 | 1032 | 915 |
| ApproachVol: | 412 | 402 | 272 | 131 |
| ApproachV/C: | 0.18 | 0.17 | 0.26 | 0.14 |
| ApproachDel: | 1.9 | 1.8 | 4.7 | 4.6 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.7 | 0.6 | 1.1 | 0.5 |

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #559 "O" St & Trabuco Rd

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.715 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 39 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 461 | 394 | 36 | 47 | 277 | 619 | 747 | 607 | 389 | 25 | 514 | 48 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 461 | 394 | 36 | 47 | 277 | 619 | 747 | 607 | 389 | 25 | 514 | 48 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 461 | 394 | 36 | 47 | 277 | 619 | 747 | 607 | 389 | 25 | 514 | 48 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 461 | 394 | 36 | 47 | 277 | 619 | 747 | 607 | 389 | 25 | 514 | 48 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 461 | 394 | 36 | 47 | 277 | 619 | 747 | 607 | 389 | 25 | 514 | 48 |
| OvlAdjVol: | | | | | | 246 | | | 159 | | | |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.83 | 0.17 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.83 | 0.17 |
| Final Sat.: | 3400 | 3115 | 285 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3110 | 290 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.14 | 0.13 | 0.13 | 0.03 | 0.08 | 0.36 | 0.22 | 0.18 | 0.23 | 0.01 | 0.17 | 0.17 |
| OvlAdjV/S: | | | | | | 0.14 | | | 0.09 | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #563 "B" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.772
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 180 | 0 | 87 | 0 | 0 | 0 | 0 | 2772 | 287 | 124 | 1808 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 180 | 0 | 87 | 0 | 0 | 0 | 0 | 2772 | 287 | 124 | 1808 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 180 | 0 | 87 | 0 | 0 | 0 | 0 | 2772 | 287 | 124 | 1808 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 180 | 0 | 87 | 0 | 0 | 0 | 0 | 2772 | 287 | 124 | 1808 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 180 | 0 | 87 | 0 | 0 | 0 | 0 | 2772 | 287 | 124 | 1808 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.11 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.54 | 0.17 | 0.07 | 0.35 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #566 Marine Wy & Barranca Pkwy

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.668 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 34 | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 109 | 514 | 123 | 316 | 402 | 284 | 486 | 1050 | 147 | 120 | 756 | 393 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 109 | 514 | 123 | 316 | 402 | 284 | 486 | 1050 | 147 | 120 | 756 | 393 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 109 | 514 | 123 | 316 | 402 | 284 | 486 | 1050 | 147 | 120 | 756 | 393 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 109 | 514 | 123 | 316 | 402 | 284 | 486 | 1050 | 147 | 120 | 756 | 393 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 109 | 514 | 123 | 316 | 402 | 284 | 486 | 1050 | 147 | 120 | 756 | 393 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.15 | 0.07 | 0.09 | 0.12 | 0.17 | 0.14 | 0.31 | 0.09 | 0.04 | 0.22 | 0.23 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #567 Marine Wy & Alton Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 518 | 453 | 228 | 119 | 502 | 273 | 279 | 1193 | 558 | 232 | 1097 | 110 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 518 | 453 | 228 | 119 | 502 | 273 | 279 | 1193 | 558 | 232 | 1097 | 110 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 518 | 453 | 228 | 119 | 502 | 273 | 279 | 1193 | 0 | 232 | 1097 | 110 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 518 | 453 | 228 | 119 | 502 | 273 | 279 | 1193 | 0 | 232 | 1097 | 110 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 518 | 453 | 228 | 119 | 502 | 273 | 279 | 1193 | 0 | 232 | 1097 | 110 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.15 | 0.13 | 0.13 | 0.07 | 0.15 | 0.16 | 0.08 | 0.23 | 0.00 | 0.07 | 0.22 | 0.06 |
| Crit Moves: | **** | | | | | **** | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Stadium
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #569 Bake Pkwy & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: D

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #571 Portola Springs & Portola Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | WideBypass | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 |

-----|-----|-----|-----|

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 308 | 27 | 98 | 36 | 55 | 114 | 31 | 1408 | 258 | 59 | 1093 | 15 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 308 | 27 | 98 | 36 | 55 | 114 | 31 | 1408 | 258 | 59 | 1093 | 15 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 308 | 27 | 98 | 36 | 55 | 114 | 31 | 1408 | 258 | 59 | 1093 | 15 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 308 | 27 | 98 | 36 | 55 | 114 | 31 | 1408 | 258 | 59 | 1093 | 15 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 308 | 27 | 98 | 36 | 55 | 114 | 31 | 1408 | 258 | 59 | 1093 | 15 |

-----|-----|-----|-----|

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 0.22 | 0.78 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.97 | 0.03 |
| Final Sat.: | 3400 | 367 | 1333 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3354 | 46 |

-----|-----|-----|-----|

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.07 | 0.07 | 0.02 | 0.03 | 0.07 | 0.02 | 0.41 | 0.15 | 0.03 | 0.33 | 0.33 |
| Crit Moves: | **** | | | | | **** | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #572 Modjeska/"A" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.847
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 64 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | WideBypass | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 75 | 94 | 116 | 272 | 103 | 173 | 143 | 1677 | 71 | 149 | 2582 | 381 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 75 | 94 | 116 | 272 | 103 | 173 | 143 | 1677 | 71 | 149 | 2582 | 381 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 75 | 94 | 116 | 272 | 103 | 173 | 143 | 1677 | 71 | 149 | 2582 | 381 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 75 | 94 | 116 | 272 | 103 | 173 | 143 | 1677 | 71 | 149 | 2582 | 381 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 75 | 94 | 116 | 272 | 103 | 173 | 143 | 1677 | 71 | 149 | 2582 | 381 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.37 | 0.63 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1700 | 1700 | 1700 | 3400 | 634 | 1066 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.06 | 0.07 | 0.08 | 0.16 | 0.16 | 0.08 | 0.33 | 0.04 | 0.09 | 0.51 | 0.22 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |

IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #603 "O" St & "LN" St

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.321 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 18 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 57 | 439 | 186 | 3 | 338 | 14 | 5 | 14 | 37 | 94 | 15 | 3 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 57 | 439 | 186 | 3 | 338 | 14 | 5 | 14 | 37 | 94 | 15 | 3 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 57 | 439 | 186 | 3 | 338 | 14 | 5 | 14 | 37 | 94 | 15 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 57 | 439 | 186 | 3 | 338 | 14 | 5 | 14 | 37 | 94 | 15 | 3 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 57 | 439 | 186 | 3 | 338 | 14 | 5 | 14 | 37 | 94 | 15 | 3 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.40 | 0.60 | 1.00 | 1.92 | 0.08 | 1.00 | 0.27 | 0.73 | 1.00 | 0.83 | 0.17 |
| Final Sat.: | 1700 | 2388 | 1012 | 1700 | 3265 | 135 | 1700 | 467 | 1233 | 1700 | 1417 | 283 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.18 | 0.18 | 0.00 | 0.10 | 0.10 | 0.00 | 0.03 | 0.03 | 0.06 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #605 "O" St & "LQ" St

Average Delay (sec/veh): 3.4 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 2 | | | 2 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 125 | 723 | 245 | 1 | 493 | 15 | 18 | 86 | 99 | 155 | 51 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 125 | 723 | 245 | 1 | 493 | 15 | 18 | 86 | 99 | 155 | 51 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 125 | 723 | 245 | 1 | 493 | 15 | 18 | 86 | 99 | 155 | 51 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 125 | 723 | 245 | 1 | 493 | 15 | 18 | 86 | 99 | 155 | 51 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 125 | 723 | 245 | 1 | 493 | 15 | 18 | 86 | 99 | 155 | 51 | 2 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|---|-----|----|----|----|----|-----|----|---|
| AutoPCE: | 125 | 723 | 245 | 1 | 493 | 15 | 18 | 86 | 99 | 155 | 51 | 2 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 125 | 723 | 245 | 1 | 493 | 15 | 18 | 86 | 99 | 155 | 51 | 2 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 105 | 331 | 649 | 866 |
| MaxVolume: | 2348 | 2186 | 850 | 732 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 2348 | 2186 | 850 | 732 |
| ApproachVol: | 1093 | 509 | 203 | 208 |
| ApproachV/C: | 0.47 | 0.23 | 0.24 | 0.28 |
| ApproachDel: | 2.9 | 2.1 | 5.6 | 6.9 |
| ApproachLOS: | A | A | A | A |
| Queue: | 2.6 | 0.9 | 0.9 | 1.2 |

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #608 "O" St & "LV" St

| | | | |
|------------------|-----|--------------------------|---------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.376 |
| Loss Time (sec): | 5 | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle: | 19 | Level Of Service: | A |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 29 | 599 | 85 | 15 | 511 | 78 | 112 | 24 | 74 | 99 | 10 | 15 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 29 | 599 | 85 | 15 | 511 | 78 | 112 | 24 | 74 | 99 | 10 | 15 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 29 | 599 | 85 | 15 | 511 | 78 | 112 | 24 | 74 | 99 | 10 | 15 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 599 | 85 | 15 | 511 | 78 | 112 | 24 | 74 | 99 | 10 | 15 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 29 | 599 | 85 | 15 | 511 | 78 | 112 | 24 | 74 | 99 | 10 | 15 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.75 | 0.25 | 1.00 | 1.74 | 0.26 | 1.00 | 0.24 | 0.76 | 1.00 | 0.40 | 0.60 |
| Final Sat.: | 1700 | 2977 | 423 | 1700 | 2950 | 450 | 1700 | 416 | 1284 | 1700 | 680 | 1020 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.20 | 0.20 | 0.01 | 0.17 | 0.17 | 0.07 | 0.06 | 0.06 | 0.06 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report
 FHWA Roundabout Method (Base Volume Alternative)

 Intersection #626 "LY" St & "LQ" St

Average Delay (sec/veh): 4.7 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | | | | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | | | | | | | | | |
| Lanes: | 1 | | | 1 | | | 1 | | | 1 | | | | | | | | | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1 | 131 | 38 | 7 | 79 | 1 | 2 | 421 | 3 | 36 | 298 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 131 | 38 | 7 | 79 | 1 | 2 | 421 | 3 | 36 | 298 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 131 | 38 | 7 | 79 | 1 | 2 | 421 | 3 | 36 | 298 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 131 | 38 | 7 | 79 | 1 | 2 | 421 | 3 | 36 | 298 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 131 | 38 | 7 | 79 | 1 | 2 | 421 | 3 | 36 | 298 | 4 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|-----|----|---|----|---|---|-----|---|----|-----|---|
| AutoPCE: | 1 | 131 | 38 | 7 | 79 | 1 | 2 | 421 | 3 | 36 | 298 | 4 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 1 | 131 | 38 | 7 | 79 | 1 | 2 | 421 | 3 | 36 | 298 | 4 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|------|------|------|------|
| CircVolume: | 430 | 335 | 122 | 134 |
| MaxVolume: | 968 | 1019 | 1134 | 1128 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | 968 | 1019 | 1134 | 1128 |
| ApproachVol: | 170 | 87 | 426 | 338 |
| ApproachV/C: | 0.18 | 0.09 | 0.38 | 0.30 |
| ApproachDel: | 4.5 | 3.9 | 5.1 | 4.6 |
| ApproachLOS: | A | A | A | A |
| Queue: | 0.6 | 0.3 | 1.8 | 1.3 |

 IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #627 "LY" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 81 | 0 | 83 | 0 | 0 | 0 | 0 | 1767 | 53 | 86 | 2740 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 81 | 0 | 83 | 0 | 0 | 0 | 0 | 1767 | 53 | 86 | 2740 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 81 | 0 | 83 | 0 | 0 | 0 | 0 | 1767 | 53 | 86 | 2740 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 81 | 0 | 83 | 0 | 0 | 0 | 0 | 1767 | 53 | 86 | 2740 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 81 | 0 | 83 | 0 | 0 | 0 | 0 | 1767 | 53 | 86 | 2740 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.03 | 0.05 | 0.54 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Stadium
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #631 "LY" St & Trabuco Rd

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: A[9.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustment factors for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time for each approach.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, move capacity, and volume/capacity ratio.

Level of Service Module: Table with 12 columns showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #782 "A" St & "LQ" St

Average Delay (sec/veh): 4.4 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Yield Sign | | | Yield Sign | | | Yield Sign | | | Yield Sign | | |
| Lanes: | 0 | | | 1 | | | 1 | | | 1 | | |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 26 | 0 | 37 | 9 | 421 | 0 | 0 | 288 | 37 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 26 | 0 | 37 | 9 | 421 | 0 | 0 | 288 | 37 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 26 | 0 | 37 | 9 | 421 | 0 | 0 | 288 | 37 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 26 | 0 | 37 | 9 | 421 | 0 | 0 | 288 | 37 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 26 | 0 | 37 | 9 | 421 | 0 | 0 | 288 | 37 |

PCE Module:

| | | | | | | | | | | | | |
|-------------|---|---|---|----|---|----|---|-----|---|---|-----|----|
| AutoPCE: | 0 | 0 | 0 | 26 | 0 | 37 | 9 | 421 | 0 | 0 | 288 | 37 |
| TruckPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ComboPCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BicyclePCE: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AdjVolume: | 0 | 0 | 0 | 26 | 0 | 37 | 9 | 421 | 0 | 0 | 288 | 37 |

Delay Module: >> Time Period: 0.25 hours <<

| | | | | |
|--------------|--------|------|------|------|
| CircVolume: | 456 | 288 | 26 | 9 |
| MaxVolume: | xxxxxx | 1044 | 1186 | 1195 |
| PedVolume: | 0 | 0 | 0 | 0 |
| AdjMaxVol: | xxxxxx | 1044 | 1186 | 1195 |
| ApproachVol: | xxxxxx | 63 | 430 | 325 |
| ApproachV/C: | 1.00 | 0.06 | 0.36 | 0.27 |
| ApproachDel: | xxxxxx | 3.7 | 4.8 | 4.1 |
| ApproachLOS: | * | A | A | A |
| Queue: | xxxx | 0.2 | 1.7 | 1.1 |

IUSD High School #5 TIA
Post Year 2035 With Stadium
2012 Modified Project Option 2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #787 "Z" St & "LQ" St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[14.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 7 rows of volume data.

Critical Gap Module table with 12 columns and 2 rows of gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity and volume data.

Level of Service Module table with 12 columns and 7 rows of LOS and delay data.

Note: Queue reported is the number of cars per lane.

IUSD High School #5 TIA
 Post Year 2035 With Stadium
 2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #798 "B" St & "LQ" St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.412
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 20 Level Of Service: A

| Street Name: | "B" St | | | | | | "LQ" St | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 40 | 138 | 7 | 32 | 160 | 15 | 4 | 372 | 26 | 3 | 279 | 39 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 40 | 138 | 7 | 32 | 160 | 15 | 4 | 372 | 26 | 3 | 279 | 39 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 40 | 138 | 7 | 32 | 160 | 15 | 4 | 372 | 26 | 3 | 279 | 39 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 40 | 138 | 7 | 32 | 160 | 15 | 4 | 372 | 26 | 3 | 279 | 39 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 40 | 138 | 7 | 32 | 160 | 15 | 4 | 372 | 26 | 3 | 279 | 39 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.95 | 0.05 | 1.00 | 0.91 | 0.09 | 1.00 | 0.93 | 0.07 | 1.00 | 0.88 | 0.12 |
| Final Sat.: | 1700 | 1618 | 82 | 1700 | 1554 | 146 | 1700 | 1589 | 111 | 1700 | 1492 | 208 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.09 | 0.09 | 0.02 | 0.10 | 0.10 | 0.00 | 0.23 | 0.23 | 0.00 | 0.19 | 0.19 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

IUSD High School #5 TIA
Post Year 2035 With Stadium
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #799 "B" St & Marine Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module table with 12 columns representing capacity and critical moves like Vol/Sat, Crit Moves.

IUSD High School #5 TIA
Post Year 2035 With Stadium
2012 Modified Project Option 2

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #800 "A-02" St/"LQ" St & Irvine Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 52 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for different volume metrics (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume) across four approaches.

Saturation Flow Module: Table with 12 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.) across four approaches.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics (Vol/Sat, Crit Moves) across four approaches.

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #1 "B" St (NS) & Driveway 1 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1675 | 25 | 0 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 1700 | Total Saturation |
| 0 | 268 | 4 | 0 | 410 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | Volume |
| 0.00 | 0.16 | 0.16 | 0.00 | 0.24 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.24 | V/C | | 0.00 | V/C | | 0.00 | 0.241 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.24 | RTOG | | 0.24 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.08 | |
| RTC | | 0.24 | RTC | | 0.24 | RTC | | 0.00 | RTC | | 0.06 | |
| Addl ICU | | -0.08 | Addl ICU | | -0.24 | Addl ICU | | 0.00 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #2 "B" St (NS) & Driveway 2 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1629 | 71 | 1700 | 1700 | 0 | 0 | 0 | 0 | 850 | 0 | 850 | Total Saturation |
| 0 | 160 | 7 | 53 | 382 | 0 | 0 | 0 | 0 | 6 | 0 | 21 | Volume |
| 0.00 | 0.10 | 0.10 | 0.03 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.22 | V/C | | 0.00 | V/C | | 0.01 | 0.232 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.22 | RTOG | | -0.01 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.00 | RTOR | | 0.13 | |
| RTC | | 0.20 | RTC | | 0.23 | RTC | | -0.01 | RTC | | 0.10 | |
| Addl ICU | | -0.10 | Addl ICU | | -0.23 | Addl ICU | | 0.01 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.28 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #3 Driveway 3 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 0 | 1661 | 39 | Total Saturation |
| 0 | 0 | 0 | 0 | 0 | 17 | 14 | 388 | 0 | 0 | 299 | 7 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.23 | 0.00 | 0.00 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.23 | V/C | | 0.00 | 0.228 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.23 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.04 | RTC | | 0.23 | RTC | | 0.22 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.03 | Addl ICU | | -0.23 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.28 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #4 Driveway 4 (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1696 | 4 | 21 | 1605 | 74 | Total Saturation |
| 4 | 11 | 7 | 4 | 3 | 4 | 21 | 379 | 1 | 4 | 303 | 14 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.22 | 0.22 | 0.19 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.22 | V/C | | 0.19 | 0.417 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.22 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.22 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.14 | RTC | | 0.17 | RTC | | 0.23 | RTC | | 0.40 | |
| Addl ICU | | -0.14 | Addl ICU | | -0.17 | Addl ICU | | 0.00 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.47 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #5 "LQ" St (NS) & Driveway 5 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 0 | 0 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 380 | 0 | 0 | 299 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | Volume |
| 0.00 | 0.22 | 0.00 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.22 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.00 | 0.224 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.22 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.00 | |
| RTC | | 0.22 | RTC | | 0.22 | RTC | | 0.04 | RTC | | 0.00 | |
| Addl ICU | | -0.22 | Addl ICU | | -0.22 | Addl ICU | | -0.02 | Addl ICU | | 0.00 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.27 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #6 "LQ" St (NS) & Driveway 6 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1694 | 6 | 0 | 1517 | 183 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 39 | 283 | 1 | 0 | 291 | 35 | 37 | 7 | 14 | 4 | 18 | 0 | Volume |
| 0.02 | 0.17 | 0.17 | 0.00 | 0.19 | 0.19 | 0.02 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.02 | V/C | | 0.19 | V/C | | 0.02 | V/C | | 0.00 | 0.236 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.21 | RTOG | | 0.19 | RTOG | | 0.02 | RTOG | | -0.02 | Right Turn Adjustment |
| RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.02 | RTOR | | 0.05 | |
| RTC | | 0.23 | RTC | | 0.21 | RTC | | 0.04 | RTC | | 0.01 | |
| Addl ICU | | -0.06 | Addl ICU | | -0.02 | Addl ICU | | -0.03 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.29 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #7 "LQ" St (NS) & Driveway 7 (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 1700 | 0 | 0 | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | Total Saturation |
| 0 | 265 | 0 | 0 | 294 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | Volume |
| 0.00 | 0.16 | 0.00 | 0.00 | 0.17 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | N/A | Direction | | N/A | Initial ICU |
| V/C | | 0.00 | V/C | | 0.17 | V/C | | 0.00 | V/C | | 0.00 | 0.173 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.17 | RTOG | | 0.17 | RTOG | | 0.00 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.00 | RTOR | | 0.02 | |
| RTC | | 0.17 | RTC | | 0.17 | RTC | | 0.00 | RTC | | 0.01 | |
| Addl ICU | | -0.17 | Addl ICU | | -0.10 | Addl ICU | | 0.00 | Addl ICU | | -0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.22 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #282 Jeffrey Rd (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 2 | 3 | 0 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 3400 | 3946 | 1154 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 790 | 215 | 141 | 408 | 253 | 74 | 360 | 918 | 392 | 529 | 688 | 157 | Volume |
| 0.23 | 0.06 | 0.08 | 0.12 | 0.06 | 0.06 | 0.11 | 0.18 | 0.23 | 0.16 | 0.13 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.23 | | V/C | 0.06 | | V/C | 0.18 | | V/C | 0.16 | | 0.632 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.18 | | RTOG | 0.06 | | RTOG | 0.18 | | RTOG | 0.23 | | Right Turn Adjustment |
| RTOR | 0.16 | | RTOR | 0.20 | | RTOR | 0.23 | | RTOR | 0.23 | | |
| RTC | 0.29 | | RTC | 0.21 | | RTC | 0.35 | | RTC | 0.40 | | |
| Addl ICU | -0.21 | | Addl ICU | -0.15 | | Addl ICU | -0.12 | | Addl ICU | -0.31 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.68 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #283 Jeffrey Rd (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 451 | 999 | 426 | 310 | 628 | 225 | 126 | 1499 | 297 | 308 | 2028 | 435 | Volume |
| 0.13 | 0.20 | 0.00 | 0.09 | 0.12 | 0.13 | 0.04 | 0.29 | 0.17 | 0.09 | 0.40 | 0.26 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.20 | V/C | | 0.09 | V/C | | 0.04 | V/C | | 0.40 | 0.722 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.15 | RTOG | | 0.34 | RTOG | | 0.40 | Right Turn Adjustment |
| RTOR | | 0.14 | RTOR | | 0.04 | RTOR | | 0.16 | RTOR | | 0.09 | |
| RTC | | 0.30 | RTC | | 0.18 | RTC | | 0.47 | RTC | | 0.47 | |
| Addl ICU | | -0.30 | Addl ICU | | -0.05 | Addl ICU | | -0.29 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #284 Jeffrey Rd (NS) & Bryan Ave (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 0 | 2 | 3 | 1 | 1 | 0.5 | 1.5 | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3955 | 1145 | 3400 | 5100 | 1700 | 1700 | 850 | 2550 | 3400 | 1700 | 1700 | Total Saturation |
| 371 | 1457 | 422 | 84 | 866 | 290 | 273 | 246 | 247 | 227 | 224 | 114 | Volume |
| 0.11 | 0.37 | 0.37 | 0.02 | 0.17 | 0.17 | 0.16 | 0.29 | 0.10 | 0.07 | 0.13 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.37 | V/C | | 0.02 | V/C | | 0.29 | V/C | | 0.07 | 0.749 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.37 | RTOG | | 0.28 | RTOG | | 0.29 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.22 | RTOR | | 0.22 | RTOR | | 0.02 | |
| RTC | | 0.42 | RTC | | 0.45 | RTC | | 0.46 | RTC | | 0.21 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.28 | Addl ICU | | -0.36 | Addl ICU | | -0.15 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #285 Jeffrey Rd (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 4 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 6800 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 241 | 2083 | 501 | 106 | 1104 | 166 | 395 | 668 | 169 | 264 | 661 | 279 | Volume |
| 0.07 | 0.41 | 0.29 | 0.03 | 0.16 | 0.10 | 0.12 | 0.20 | 0.10 | 0.08 | 0.19 | 0.16 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.41 | V/C | | 0.03 | V/C | | 0.12 | V/C | | 0.19 | 0.750 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.37 | RTOG | | 0.23 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.11 | RTOR | | 0.12 | RTOR | | 0.28 | RTOR | | 0.03 | |
| RTC | | 0.49 | RTC | | 0.46 | RTC | | 0.44 | RTC | | 0.22 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.36 | Addl ICU | | -0.34 | Addl ICU | | -0.05 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #300 Sand Canyon Ave (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 3400 | 3400 | 0 | Total Saturation |
| 651 | 0 | 417 | 0 | 0 | 0 | 0 | 908 | 260 | 433 | 1031 | 0 | Volume |
| 0.19 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.00 | 0.13 | 0.30 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.19 | V/C | | 0.00 | V/C | | 0.27 | V/C | | 0.13 | 0.586 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | -0.19 | RTOG | | 0.27 | RTOG | | 0.39 | Right Turn Adjustment |
| RTOR | | 0.13 | RTOR | | 0.09 | RTOR | | 0.19 | RTOR | | 0.19 | |
| RTC | | 0.29 | RTC | | -0.12 | RTC | | 0.41 | RTC | | 0.54 | |
| Addl ICU | | -0.16 | Addl ICU | | 0.12 | Addl ICU | | -0.41 | Addl ICU | | -0.54 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.64 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #301 Sand Canyon Ave (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 2 | 2 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 3400 | 3400 | 3400 | 1700 | 3400 | 6800 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 540 | 847 | 526 | 135 | 574 | 249 | 194 | 1252 | 187 | 433 | 1920 | 477 | Volume |
| 0.16 | 0.17 | 0.15 | 0.04 | 0.17 | 0.15 | 0.06 | 0.18 | 0.11 | 0.13 | 0.38 | 0.28 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.16 | V/C | | 0.17 | V/C | | 0.06 | V/C | | 0.38 | 0.761 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.29 | RTOG | | 0.17 | RTOG | | 0.31 | RTOG | | 0.38 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.06 | RTOR | | 0.16 | RTOR | | 0.16 | |
| RTC | | 0.48 | RTC | | 0.21 | RTC | | 0.43 | RTC | | 0.50 | |
| Addl ICU | | -0.32 | Addl ICU | | -0.07 | Addl ICU | | -0.32 | Addl ICU | | -0.22 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.81 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #302 Sand Canyon Ave (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 724 | 2147 | 512 | 416 | 818 | 162 | 198 | 591 | 236 | 413 | 476 | 415 | Volume |
| 0.21 | 0.42 | 0.30 | 0.12 | 0.16 | 0.10 | 0.06 | 0.12 | 0.00 | 0.12 | 0.09 | 0.24 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.42 | | V/C | 0.12 | | V/C | 0.12 | | V/C | 0.12 | | 0.781 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.42 | | RTOG | 0.33 | | RTOG | 0.12 | | RTOG | 0.18 | | |
| RTOR | 0.12 | | RTOR | 0.14 | | RTOR | 0.38 | | RTOR | 0.12 | | |
| RTC | 0.51 | | RTC | 0.44 | | RTC | 0.40 | | RTC | 0.27 | | |
| Addl ICU | -0.21 | | Addl ICU | -0.34 | | Addl ICU | -0.40 | | Addl ICU | -0.03 | | Right Turn Adjustment |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.83 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #303 Sand Canyon Ave (NS) & I-5 NB Ramps (EW) | | | | | | | | | | | | |
|--|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 2 | 4 | 1 | 1.5 | 1.5 | 2 | 2 | 1.5 | 1.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 1700 | 3400 | 6800 | 1700 | 3599 | 1501 | 3400 | 3400 | 2550 | 2550 | Total Saturation |
| 765 | 3002 | 1142 | 246 | 1476 | 264 | 367 | 153 | 246 | 639 | 684 | 445 | Volume |
| 0.23 | 0.44 | 0.67 | 0.07 | 0.22 | 0.16 | 0.10 | 0.10 | 0.07 | 0.19 | 0.27 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.44 | | V/C | 0.07 | | V/C | 0.10 | | V/C | 0.27 | | 0.884 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.44 | | RTOG | 0.29 | | RTOG | 0.18 | | RTOG | 0.27 | | Right Turn Adjustment |
| RTOR | 0.27 | | RTOR | 0.10 | | RTOR | 0.30 | | RTOR | 0.07 | | |
| RTC | 0.64 | | RTC | 0.37 | | RTC | 0.40 | | RTC | 0.32 | | |
| Addl ICU | 0.03 | | Addl ICU | -0.21 | | Addl ICU | -0.33 | | Addl ICU | -0.15 | | |
| | 0.03 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.96 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #305 Sand Canyon Ave (NS) & I-5 SB Ramps (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | 1 | 2 | 4 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 1700 | 3400 | 6800 | 0 | 4250 | 0 | 2550 | 0 | 0 | 0 | Total Saturation |
| 0 | 4175 | 284 | 513 | 1844 | 0 | 620 | 0 | 356 | 0 | 0 | 0 | Volume |
| 0.00 | 0.61 | 0.17 | 0.15 | 0.27 | 0.00 | 0.15 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.61 | V/C | | 0.15 | V/C | | 0.15 | V/C | | 0.00 | 0.911 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.61 | RTOG | | 0.76 | RTOG | | 0.15 | RTOG | | -0.15 | Right Turn Adjustment |
| RTOR | | 0.15 | RTOR | | 0.15 | RTOR | | 0.49 | RTOR | | 0.15 | |
| RTC | | 0.72 | RTC | | 0.87 | RTC | | 0.52 | RTC | | -0.03 | |
| Addl ICU | | -0.56 | Addl ICU | | -0.87 | Addl ICU | | -0.38 | Addl ICU | | 0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.96 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #444 Sand Canyon Ave (NS) & Burt Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 4979 | 121 | 1700 | 5100 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Total Saturation |
| 62 | 3790 | 92 | 106 | 1940 | 72 | 125 | 8 | 72 | 52 | 5 | 103 | Volume |
| 0.04 | 0.76 | 0.76 | 0.06 | 0.38 | 0.04 | 0.07 | 0.00 | 0.04 | 0.03 | 0.00 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.76 | V/C | | 0.06 | V/C | | 0.07 | V/C | | 0.00 | 0.900 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.76 | RTOG | | 0.79 | RTOG | | 0.05 | RTOG | | 0.00 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.07 | RTOR | | 0.44 | RTOR | | 0.06 | |
| RTC | | 0.82 | RTC | | 0.84 | RTC | | 0.38 | RTC | | 0.05 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.80 | Addl ICU | | -0.34 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.96 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #306 Sand Canyon Ave (NS) & Oak Canyon Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | f | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 0 | Total Saturation |
| 217 | 1921 | 150 | 681 | 1188 | 218 | 363 | 269 | 89 | 189 | 83 | 1621 | Volume |
| 0.13 | 0.38 | 0.09 | 0.20 | 0.23 | 0.13 | 0.11 | 0.16 | 0.05 | 0.06 | 0.05 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.38 | V/C | | 0.20 | V/C | | 0.16 | V/C | | 0.06 | 0.791 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.38 | RTOG | | 0.45 | RTOG | | 0.16 | RTOG | | 0.11 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.17 | RTOR | | 0.34 | RTOR | | 0.20 | |
| RTC | | 0.42 | RTC | | 0.57 | RTC | | 0.42 | RTC | | 0.26 | |
| Addl ICU | | -0.33 | Addl ICU | | -0.44 | Addl ICU | | -0.36 | Addl ICU | | -0.26 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.84 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #316 SR-133 SB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 6800 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 0 | 0 | 0 | 80 | 0 | 145 | 0 | 1823 | 129 | 225 | 2657 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.04 | 0.00 | 0.27 | 0.08 | 0.13 | 0.52 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.52 | 0.568 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.05 | RTOG | | 0.05 | RTOG | | 0.39 | RTOG | | 0.52 | Right Turn Adjustment |
| RTOR | | 0.25 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.05 | |
| RTC | | 0.14 | RTC | | 0.05 | RTC | | 0.42 | RTC | | 0.56 | |
| Addl ICU | | -0.14 | Addl ICU | | 0.00 | Addl ICU | | -0.35 | Addl ICU | | -0.56 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.62 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 3400 | 0 | 0 | 4613 | 487 | Total Saturation |
| 208 | 0 | 477 | 0 | 0 | 0 | 0 | 1843 | 215 | 0 | 2756 | 291 | Volume |
| 0.12 | 0.00 | 0.28 | 0.00 | 0.00 | 0.00 | 0.00 | 0.54 | 0.00 | 0.00 | 0.60 | 0.60 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.12 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.60 | 0.720 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | -0.12 | RTOG | | 0.60 | RTOG | | 0.60 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.00 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | 0.16 | RTC | | -0.12 | RTC | | 0.69 | RTC | | 0.69 | |
| Addl ICU | | 0.12 | Addl ICU | | 0.12 | Addl ICU | | -0.69 | Addl ICU | | -0.09 | |
| | | 0.12 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.89 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #338 Alton Pkwy (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 3 | f | 2 | 3 | f | 3 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 5100 | 0 | 3400 | 5100 | 0 | 5100 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 826 | 1351 | 239 | 250 | 765 | 870 | 685 | 1085 | 378 | 185 | 1919 | 366 | Volume |
| 0.24 | 0.26 | 0.00 | 0.07 | 0.15 | 0.00 | 0.13 | 0.21 | 0.22 | 0.05 | 0.38 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.26 | V/C | | 0.07 | V/C | | 0.13 | V/C | | 0.38 | 0.849 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.26 | RTOG | | 0.10 | RTOG | | 0.46 | RTOG | | 0.38 | Right Turn Adjustment |
| RTOR | | 0.30 | RTOR | | 0.13 | RTOR | | 0.19 | RTOR | | 0.07 | |
| RTC | | 0.49 | RTC | | 0.20 | RTC | | 0.60 | RTC | | 0.43 | |
| Addl ICU | | -0.49 | Addl ICU | | -0.20 | Addl ICU | | -0.38 | Addl ICU | | -0.22 | |
| 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.90 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #339 Alton Pkwy (NS) & Toledo Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 1700 | 4800 | 300 | 1700 | 531 | 1169 | 1700 | 1700 | 1700 | Total Saturation |
| 114 | 2098 | 288 | 57 | 1103 | 69 | 45 | 75 | 165 | 139 | 97 | 150 | Volume |
| 0.07 | 0.41 | 0.00 | 0.03 | 0.23 | 0.23 | 0.03 | 0.14 | 0.14 | 0.08 | 0.06 | 0.09 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.41 | V/C | | 0.03 | V/C | | 0.14 | V/C | | 0.08 | 0.668 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.41 | RTOG | | 0.38 | RTOG | | 0.14 | RTOG | | 0.20 | Right Turn Adjustment |
| RTOR | | 0.08 | RTOR | | 0.17 | RTOR | | 0.22 | RTOR | | 0.03 | |
| RTC | | 0.47 | RTC | | 0.50 | RTC | | 0.30 | RTC | | 0.22 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.27 | Addl ICU | | -0.16 | Addl ICU | | -0.13 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.72 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #340 Alton Pkwy (NS) & Jeronimo Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | 0 | 1 | 1 | f | 2 | 1 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5073 | 27 | 1700 | 1700 | 0 | 3400 | 1700 | 1700 | Total Saturation |
| 20 | 2042 | 338 | 80 | 1715 | 9 | 45 | 23 | 138 | 317 | 14 | 136 | Volume |
| 0.01 | 0.40 | 0.00 | 0.02 | 0.34 | 0.34 | 0.03 | 0.01 | 0.00 | 0.09 | 0.01 | 0.08 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.40 | V/C | | 0.02 | V/C | | 0.01 | V/C | | 0.09 | 0.531 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.40 | RTOG | | 0.41 | RTOG | | 0.01 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.10 | RTOR | | 0.09 | RTOR | | 0.02 | |
| RTC | | 0.47 | RTC | | 0.49 | RTC | | 0.08 | RTC | | 0.10 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.15 | Addl ICU | | -0.08 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #341 Alton Pkwy (NS) & Barranca Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 3 | f | 2 | 3 | f | 2 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 5100 | 0 | 3400 | 5100 | 0 | 3400 | 3400 | 1700 | 3400 | 2411 | 989 | Total Saturation |
| 20 | 1136 | 404 | 159 | 1188 | 700 | 1042 | 515 | 6 | 210 | 429 | 176 | Volume |
| 0.01 | 0.22 | 0.00 | 0.05 | 0.23 | 0.00 | 0.31 | 0.15 | 0.00 | 0.06 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.22 | V/C | | 0.05 | V/C | | 0.31 | V/C | | 0.18 | 0.754 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.26 | RTOG | | 0.42 | RTOG | | 0.18 | Right Turn Adjustment |
| RTOR | | 0.33 | RTOR | | 0.31 | RTOR | | 0.04 | RTOR | | 0.05 | |
| RTC | | 0.47 | RTC | | 0.49 | RTC | | 0.45 | RTC | | 0.21 | |
| Addl ICU | | -0.47 | Addl ICU | | -0.49 | Addl ICU | | -0.45 | Addl ICU | | -0.04 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.80 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #367 I-5 NB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 4 | f | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 6800 | 0 | 0 | 5098 | 2 | 0 | 0 | 0 | 1700 | 0 | 5100 | Total Saturation |
| 0 | 3269 | 1077 | 0 | 2190 | 1 | 0 | 0 | 0 | 147 | 0 | 514 | Volume |
| 0.00 | 0.48 | 0.00 | 0.00 | 0.43 | 0.43 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.10 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | N/A | Direction | | WBL | Initial ICU |
| V/C | | 0.48 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.09 | 0.567 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.48 | RTOG | | 0.48 | RTOG | | -0.09 | RTOG | | 0.09 | Right Turn Adjustment |
| RTOR | | 0.09 | RTOR | | 0.09 | RTOR | | 0.05 | RTOR | | 0.00 | |
| RTC | | 0.55 | RTC | | 0.55 | RTC | | -0.05 | RTC | | 0.09 | |
| Addl ICU | | -0.55 | Addl ICU | | -0.12 | Addl ICU | | 0.05 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.01 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.63 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #368 I-5/I-405 SB Ramps (NS) & Bake Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 3 | 0 | 0 | 3 | f | 3 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 5100 | 0 | 0 | 5100 | 0 | 5100 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 0 | 2117 | 0 | 0 | 1515 | 941 | 2349 | 0 | 279 | 0 | 0 | 0 | Volume |
| 0.00 | 0.42 | 0.00 | 0.00 | 0.30 | 0.00 | 0.46 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.42 | V/C | | 0.00 | V/C | | 0.46 | V/C | | 0.00 | 0.876 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.42 | RTOG | | 0.42 | RTOG | | 0.46 | RTOG | | -0.46 | Right Turn Adjustment |
| RTOR | | 0.46 | RTOR | | 0.46 | RTOR | | 0.12 | RTOR | | 0.00 | |
| RTC | | 0.76 | RTC | | 0.76 | RTC | | 0.55 | RTC | | -0.46 | |
| Addl ICU | | -0.76 | Addl ICU | | -0.76 | Addl ICU | | -0.39 | Addl ICU | | 0.46 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.93 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #486 SR-133 SB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 1700 | 0 | 3400 | 0 | 3400 | 1700 | 3400 | 3400 | 0 | Total Saturation |
| 0 | 0 | 0 | 169 | 0 | 143 | 0 | 1285 | 324 | 398 | 1343 | 0 | Volume |
| 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.04 | 0.00 | 0.38 | 0.19 | 0.12 | 0.40 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.10 | V/C | | 0.38 | V/C | | 0.12 | 0.594 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.10 | RTOG | | 0.10 | RTOG | | 0.38 | RTOG | | 0.50 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.10 | RTOR | | 0.10 | RTOR | | 0.10 | |
| RTC | | -0.01 | RTC | | 0.17 | RTC | | 0.45 | RTC | | 0.57 | |
| Addl ICU | | 0.01 | Addl ICU | | -0.13 | Addl ICU | | -0.26 | Addl ICU | | -0.57 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.64 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #487 SR-133 NB Ramps (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | f | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 0 | 3400 | 0 | 0 | 0 | 0 | 3400 | 0 | 1700 | 3400 | 0 | Total Saturation |
| 491 | 0 | 554 | 0 | 0 | 0 | 0 | 1181 | 275 | 329 | 1254 | 0 | Volume |
| 0.14 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.19 | 0.37 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.14 | V/C | | 0.00 | V/C | | 0.35 | V/C | | 0.19 | 0.685 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.14 | RTOG | | -0.14 | RTOG | | 0.35 | RTOG | | 0.54 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.17 | RTOR | | 0.14 | RTOR | | 0.14 | |
| RTC | | 0.29 | RTC | | -0.02 | RTC | | 0.46 | RTC | | 0.65 | |
| Addl ICU | | -0.13 | Addl ICU | | 0.02 | Addl ICU | | -0.46 | Addl ICU | | -0.65 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.74 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #556 Ridge Valley (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 212 | 87 | 430 | 32 | 61 | 17 | 6 | 1268 | 190 | 169 | 1094 | 100 | Volume |
| 0.12 | 0.05 | 0.25 | 0.02 | 0.02 | 0.01 | 0.00 | 0.37 | 0.11 | 0.10 | 0.32 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.12 | V/C | | 0.02 | V/C | | 0.37 | V/C | | 0.10 | 0.615 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.12 | RTOG | | 0.02 | RTOG | | 0.37 | RTOG | | 0.47 | Right Turn Adjustment |
| RTOR | | 0.10 | RTOR | | 0.15 | RTOR | | 0.12 | RTOR | | 0.09 | |
| RTC | | 0.20 | RTC | | 0.13 | RTC | | 0.47 | RTC | | 0.54 | |
| Addl ICU | | 0.05 | Addl ICU | | -0.12 | Addl ICU | | -0.35 | Addl ICU | | -0.48 | |
| | | 0.05 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.72 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #557 "O" St (NS) & "C" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1 | 0.0 | 0.5 | 1 | 0.0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 329 | 1371 | 850 | 294 | 1406 | Total Saturation |
| 36 | 375 | 1 | 81 | 226 | 95 | 117 | 30 | 125 | 4 | 22 | 105 | Volume |
| 0.04 | 0.22 | 0.00 | 0.10 | 0.13 | 0.11 | 0.14 | 0.09 | 0.09 | 0.00 | 0.07 | 0.07 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.22 | V/C | | 0.10 | V/C | | 0.14 | V/C | | 0.07 | 0.528 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.22 | RTOG | | 0.27 | RTOG | | 0.21 | RTOG | | 0.07 | Right Turn Adjustment |
| RTOR | | 0.12 | RTOR | | 0.14 | RTOR | | 0.18 | RTOR | | 0.10 | |
| RTC | | 0.31 | RTC | | 0.38 | RTC | | 0.34 | RTC | | 0.15 | |
| Addl ICU | | -0.31 | Addl ICU | | -0.27 | Addl ICU | | -0.25 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.58 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #558 Ridge Valley/"O" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|-------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | f | 2 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 0 | 3400 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 245 | 293 | 92 | 129 | 140 | 354 | 589 | 1598 | 184 | 105 | 2414 | 314 | Volume |
| 0.07 | 0.09 | 0.05 | 0.08 | 0.04 | 0.00 | 0.17 | 0.31 | 0.11 | 0.03 | 0.47 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBT | | Direction | SBL | | Direction | EBL | | Direction | WBT | | Initial ICU |
| V/C | 0.09 | | V/C | 0.08 | | V/C | 0.17 | | V/C | 0.47 | | 0.809 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.09 | | RTOG | 0.09 | | RTOG | 0.62 | | RTOG | 0.47 | | Right Turn Adjustment |
| RTOR | 0.33 | | RTOR | 0.17 | | RTOR | 0.12 | | RTOR | 0.08 | | |
| RTC | 0.34 | | RTC | 0.22 | | RTC | 0.71 | | RTC | 0.53 | | |
| Addl ICU | -0.28 | | Addl ICU | -0.22 | | Addl ICU | -0.60 | | Addl ICU | -0.35 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | 0.86 |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #559 "O" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3115 | 285 | 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 1700 | 3110 | 290 | Total Saturation |
| 461 | 394 | 36 | 47 | 277 | 619 | 747 | 607 | 389 | 25 | 514 | 48 | Volume |
| 0.14 | 0.13 | 0.13 | 0.03 | 0.08 | 0.36 | 0.22 | 0.18 | 0.23 | 0.01 | 0.17 | 0.17 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.14 | V/C | | 0.08 | V/C | | 0.22 | V/C | | 0.17 | 0.602 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.19 | RTOG | | 0.08 | RTOG | | 0.37 | RTOG | | 0.17 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.22 | RTOR | | 0.14 | RTOR | | 0.09 | |
| RTC | | 0.34 | RTC | | 0.25 | RTC | | 0.47 | RTC | | 0.23 | |
| Addl ICU | | -0.22 | Addl ICU | | 0.12 | Addl ICU | | -0.24 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.12 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #560 "O" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 3400 | 0 | 1700 | 1700 | 3400 | 0 | 0 | 3400 | 1700 | Total Saturation |
| 0 | 0 | 0 | 409 | 0 | 313 | 313 | 980 | 0 | 0 | 1055 | 441 | Volume |
| 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.18 | 0.18 | 0.29 | 0.00 | 0.00 | 0.31 | 0.26 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.12 | V/C | | 0.18 | V/C | | 0.31 | 0.615 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.12 | RTOG | | 0.12 | RTOG | | 0.49 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.21 | RTOR | | 0.18 | RTOR | | 0.12 | RTOR | | 0.12 | |
| RTC | | 0.03 | RTC | | 0.26 | RTC | | 0.58 | RTC | | 0.40 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.07 | Addl ICU | | -0.58 | Addl ICU | | -0.14 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #563 "B" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 180 | 0 | 87 | 0 | 0 | 0 | 0 | 2772 | 287 | 124 | 1808 | 0 | Volume |
| 0.11 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.54 | 0.17 | 0.07 | 0.35 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.11 | V/C | | 0.00 | V/C | | 0.54 | V/C | | 0.07 | 0.722 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | -0.11 | RTOG | | 0.54 | RTOG | | 0.62 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.26 | RTOR | | 0.11 | RTOR | | 0.11 | |
| RTC | | 0.16 | RTC | | 0.09 | RTC | | 0.62 | RTC | | 0.70 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.09 | Addl ICU | | -0.45 | Addl ICU | | -0.70 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #566 Barranca Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | 3400 | 3400 | 1700 | Total Saturation |
| 109 | 514 | 123 | 316 | 402 | 284 | 486 | 1050 | 147 | 120 | 756 | 393 | Volume |
| 0.06 | 0.15 | 0.07 | 0.09 | 0.12 | 0.17 | 0.14 | 0.31 | 0.09 | 0.04 | 0.22 | 0.23 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.15 | V/C | | 0.09 | V/C | | 0.14 | V/C | | 0.22 | 0.609 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.15 | RTOG | | 0.18 | RTOG | | 0.33 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.14 | RTOR | | 0.13 | RTOR | | 0.09 | |
| RTC | | 0.19 | RTC | | 0.29 | RTC | | 0.42 | RTC | | 0.29 | |
| Addl ICU | | -0.12 | Addl ICU | | -0.12 | Addl ICU | | -0.34 | Addl ICU | | -0.06 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.66 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #567 Alton Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | f | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 3400 | 1700 | 1700 | 3400 | 1700 | 3400 | 5100 | 0 | 3400 | 5100 | 1700 | Total Saturation |
| 518 | 453 | 228 | 119 | 502 | 273 | 279 | 1193 | 558 | 232 | 1097 | 110 | Volume |
| 0.15 | 0.13 | 0.13 | 0.07 | 0.15 | 0.16 | 0.08 | 0.23 | 0.00 | 0.07 | 0.22 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.15 | V/C | | 0.15 | V/C | | 0.23 | V/C | | 0.07 | 0.602 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.23 | RTOG | | 0.15 | RTOG | | 0.23 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.07 | RTOR | | 0.09 | RTOR | | 0.15 | RTOR | | 0.17 | |
| RTC | | 0.28 | RTC | | 0.21 | RTC | | 0.35 | RTC | | 0.35 | |
| Addl ICU | | -0.15 | Addl ICU | | -0.05 | Addl ICU | | -0.35 | Addl ICU | | -0.28 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.65 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #569 Bake Pkwy (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 4 | 1 | 1 | 5 | 0 | 2 | 1 | 2 | 2 | 2 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 6800 | 0 | 0 | 7368 | 1132 | 3400 | 1700 | 3400 | 3400 | 2164 | 1236 | Total Saturation |
| 585 | 2812 | 0 | 0 | 2629 | 404 | 617 | 43 | 831 | 22 | 28 | 16 | Volume |
| 0.17 | 0.41 | 0.00 | 0.00 | 0.36 | 0.36 | 0.18 | 0.03 | 0.24 | 0.01 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.17 | V/C | | 0.36 | V/C | | 0.18 | V/C | | 0.01 | 0.723 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.53 | RTOG | | 0.36 | RTOG | | 0.19 | RTOG | | 0.01 | Right Turn Adjustment |
| RTOR | | 0.17 | RTOR | | 0.18 | RTOR | | 0.17 | RTOR | | 0.12 | |
| RTC | | 0.66 | RTC | | 0.49 | RTC | | 0.32 | RTC | | 0.10 | |
| Addl ICU | | -0.66 | Addl ICU | | -0.14 | Addl ICU | | -0.07 | Addl ICU | | -0.09 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.77 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #571 Portola Springs (NS) & Portola Pkwy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 367 | 1333 | 1700 | 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 3400 | 1700 | Total Saturation |
| 308 | 27 | 98 | 36 | 55 | 114 | 31 | 1408 | 258 | 59 | 1093 | 15 | Volume |
| 0.09 | 0.07 | 0.07 | 0.02 | 0.03 | 0.07 | 0.02 | 0.41 | 0.15 | 0.03 | 0.32 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.09 | V/C | | 0.03 | V/C | | 0.41 | V/C | | 0.03 | 0.572 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.03 | RTOG | | 0.41 | RTOG | | 0.43 | Right Turn Adjustment |
| RTOR | | 0.03 | RTOR | | 0.13 | RTOR | | 0.09 | RTOR | | 0.05 | |
| RTC | | 0.13 | RTC | | 0.13 | RTC | | 0.48 | RTC | | 0.47 | |
| Addl ICU | | -0.05 | Addl ICU | | -0.06 | Addl ICU | | -0.33 | Addl ICU | | -0.46 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.62 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #572 Modjeska/"A" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 3400 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 75 | 94 | 116 | 272 | 103 | 173 | 143 | 1677 | 71 | 149 | 2582 | 381 | Volume |
| 0.04 | 0.06 | 0.07 | 0.08 | 0.06 | 0.10 | 0.08 | 0.33 | 0.04 | 0.09 | 0.51 | 0.22 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.06 | V/C | | 0.08 | V/C | | 0.08 | V/C | | 0.51 | 0.726 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.06 | RTOG | | 0.09 | RTOG | | 0.50 | RTOG | | 0.51 | Right Turn Adjustment |
| RTOR | | 0.26 | RTOR | | 0.08 | RTOR | | 0.07 | RTOR | | 0.08 | |
| RTC | | 0.25 | RTC | | 0.15 | RTC | | 0.56 | RTC | | 0.57 | |
| Addl ICU | | -0.18 | Addl ICU | | -0.05 | Addl ICU | | -0.52 | Addl ICU | | -0.34 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.78 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #603 "O" St (NS) & "LN" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2388 | 1012 | 1700 | 3265 | 135 | 1700 | 467 | 1233 | 1700 | 1417 | 283 | Total Saturation |
| 57 | 439 | 186 | 3 | 338 | 14 | 5 | 14 | 37 | 94 | 15 | 3 | Volume |
| 0.03 | 0.18 | 0.18 | 0.00 | 0.10 | 0.10 | 0.00 | 0.03 | 0.03 | 0.06 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.18 | V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.06 | 0.271 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.18 | RTOG | | 0.15 | RTOG | | 0.03 | RTOG | | 0.08 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.07 | RTOR | | 0.08 | RTOR | | 0.00 | |
| RTC | | 0.23 | RTC | | 0.21 | RTC | | 0.09 | RTC | | 0.08 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.10 | Addl ICU | | -0.06 | Addl ICU | | -0.07 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.32 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #605 "O" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | 850 | 1700 | 850 | Total Saturation |
| 125 | 723 | 245 | 1 | 493 | 15 | 18 | 86 | 99 | 155 | 51 | 2 | Volume |
| 0.15 | 0.43 | 0.29 | 0.00 | 0.29 | 0.02 | 0.02 | 0.05 | 0.12 | 0.18 | 0.03 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.43 | V/C | | 0.00 | V/C | | 0.05 | V/C | | 0.18 | 0.659 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.43 | RTOG | | 0.28 | RTOG | | 0.05 | RTOG | | 0.21 | Right Turn Adjustment |
| RTOR | | 0.18 | RTOR | | 0.20 | RTOR | | 0.14 | RTOR | | 0.00 | |
| RTC | | 0.56 | RTC | | 0.43 | RTC | | 0.15 | RTC | | 0.21 | |
| Addl ICU | | -0.27 | Addl ICU | | -0.41 | Addl ICU | | -0.04 | Addl ICU | | -0.21 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.71 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #608 "O" St (NS) & "LV" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 2977 | 423 | 1700 | 2950 | 450 | 1700 | 416 | 1284 | 1700 | 680 | 1020 | Total Saturation |
| 29 | 599 | 85 | 15 | 511 | 78 | 112 | 24 | 74 | 99 | 10 | 15 | Volume |
| 0.02 | 0.20 | 0.20 | 0.01 | 0.17 | 0.17 | 0.07 | 0.06 | 0.06 | 0.06 | 0.01 | 0.01 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.20 | V/C | | 0.01 | V/C | | 0.06 | V/C | | 0.06 | 0.326 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.20 | RTOG | | 0.19 | RTOG | | 0.06 | RTOG | | 0.05 | Right Turn Adjustment |
| RTOR | | 0.06 | RTOR | | 0.10 | RTOR | | 0.04 | RTOR | | 0.01 | |
| RTC | | 0.24 | RTC | | 0.27 | RTC | | 0.09 | RTC | | 0.06 | |
| Addl ICU | | -0.04 | Addl ICU | | -0.10 | Addl ICU | | -0.03 | Addl ICU | | -0.04 | |
| 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.38 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #626 "LY" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | 0.5 | 1.0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 850 | 1318 | 382 | 850 | 1679 | 21 | 850 | 1688 | 12 | 850 | 1677 | 23 | Total Saturation |
| 1 | 131 | 38 | 7 | 79 | 1 | 2 | 421 | 3 | 36 | 298 | 4 | Volume |
| 0.00 | 0.10 | 0.10 | 0.01 | 0.05 | 0.05 | 0.00 | 0.25 | 0.25 | 0.04 | 0.18 | 0.18 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.10 | V/C | | 0.01 | V/C | | 0.25 | V/C | | 0.04 | 0.399 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.11 | RTOG | | 0.25 | RTOG | | 0.29 | Right Turn Adjustment |
| RTOR | | 0.04 | RTOR | | 0.11 | RTOR | | 0.06 | RTOR | | 0.01 | |
| RTC | | 0.13 | RTC | | 0.19 | RTC | | 0.29 | RTC | | 0.30 | |
| Addl ICU | | -0.03 | Addl ICU | | -0.15 | Addl ICU | | -0.05 | Addl ICU | | -0.12 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.45 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #627 "LY" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 1700 | 1700 | 5100 | 0 | Total Saturation |
| 81 | 0 | 83 | 0 | 0 | 0 | 0 | 1767 | 53 | 86 | 2740 | 0 | Volume |
| 0.05 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.03 | 0.05 | 0.54 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.05 | V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.54 | 0.585 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.05 | RTOG | | -0.05 | RTOG | | 0.49 | RTOG | | 0.54 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.05 | |
| RTC | | 0.19 | RTC | | -0.05 | RTC | | 0.52 | RTC | | 0.57 | |
| Addl ICU | | -0.14 | Addl ICU | | 0.05 | Addl ICU | | -0.49 | Addl ICU | | -0.57 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.63 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #631 "LY" St (NS) & Trabuco Rd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 0 | 0 | 1700 | 1700 | 1700 | 0 | 1700 | 0 | 0 | 0 | Total Saturation |
| 69 | 147 | 0 | 0 | 97 | 24 | 24 | 0 | 94 | 0 | 0 | 0 | Volume |
| 0.04 | 0.09 | 0.00 | 0.00 | 0.06 | 0.01 | 0.01 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBL | Direction | | N/A | Initial ICU |
| V/C | | 0.04 | V/C | | 0.06 | V/C | | 0.01 | V/C | | 0.00 | 0.112 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.10 | RTOG | | 0.06 | RTOG | | 0.01 | RTOG | | -0.01 | Right Turn Adjustment |
| RTOR | | 0.01 | RTOR | | 0.01 | RTOR | | 0.04 | RTOR | | 0.01 | |
| RTC | | 0.11 | RTC | | 0.07 | RTC | | 0.04 | RTC | | -0.01 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.05 | Addl ICU | | 0.01 | Addl ICU | | 0.01 | |
| | | 0.00 | | | 0.00 | | | 0.01 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.17 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #782 "A" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 36 | 1664 | 0 | 0 | 1506 | 194 | Total Saturation |
| 0 | 0 | 0 | 26 | 0 | 37 | 9 | 421 | 0 | 0 | 288 | 37 | Volume |
| 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.04 | 0.25 | 0.25 | 0.00 | 0.00 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.00 | V/C | | 0.03 | V/C | | 0.25 | V/C | | 0.19 | 0.475 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | -0.03 | RTOG | | 0.03 | RTOG | | 0.44 | RTOG | | 0.19 | Right Turn Adjustment |
| RTOR | | 0.19 | RTOR | | 0.25 | RTOR | | 0.03 | RTOR | | 0.03 | |
| RTC | | 0.11 | RTC | | 0.22 | RTC | | 0.47 | RTC | | 0.21 | |
| Addl ICU | | -0.11 | Addl ICU | | -0.18 | Addl ICU | | -0.47 | Addl ICU | | -0.02 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.52 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #787 "Z" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 0 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 1 | 0 | 0 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 0 | 0 | 0 | 850 | 0 | 850 | 1700 | 1700 | 0 | 0 | 1695 | 5 | Total Saturation |
| 0 | 0 | 0 | 4 | 0 | 1 | 19 | 401 | 0 | 0 | 334 | 1 | Volume |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.24 | 0.00 | 0.00 | 0.20 | 0.20 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | N/A | Direction | | SBL | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.00 | V/C | | 0.00 | V/C | | 0.24 | V/C | | 0.00 | 0.241 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.00 | RTOG | | 0.00 | RTOG | | 0.24 | RTOG | | 0.22 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.04 | RTOR | | 0.00 | RTOR | | 0.00 | |
| RTC | | 0.00 | RTC | | 0.03 | RTC | | 0.24 | RTC | | 0.23 | |
| Addl ICU | | 0.00 | Addl ICU | | -0.03 | Addl ICU | | -0.24 | Addl ICU | | -0.03 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.29 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #790 "Z" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 5100 | 1700 | 1700 | 5100 | 1700 | Total Saturation |
| 54 | 15 | 42 | 62 | 18 | 85 | 79 | 1936 | 68 | 84 | 3041 | 98 | Volume |
| 0.03 | 0.01 | 0.02 | 0.04 | 0.01 | 0.05 | 0.05 | 0.38 | 0.04 | 0.05 | 0.60 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.01 | V/C | | 0.04 | V/C | | 0.05 | V/C | | 0.60 | 0.688 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.01 | RTOG | | 0.01 | RTOG | | 0.59 | RTOG | | 0.60 | Right Turn Adjustment |
| RTOR | | 0.26 | RTOR | | 0.05 | RTOR | | 0.03 | RTOR | | 0.04 | |
| RTC | | 0.21 | RTC | | 0.05 | RTC | | 0.62 | RTC | | 0.62 | |
| Addl ICU | | -0.18 | Addl ICU | | 0.00 | Addl ICU | | -0.58 | Addl ICU | | -0.57 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.74 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #798 "B" St (NS) & "LQ" St (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|--------------------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1618 | 82 | 1700 | 1554 | 146 | 1700 | 1589 | 111 | 1700 | 1492 | 208 | Total Saturation |
| 40 | 138 | 7 | 32 | 160 | 15 | 4 | 372 | 26 | 3 | 279 | 39 | Volume |
| 0.02 | 0.09 | 0.09 | 0.02 | 0.10 | 0.10 | 0.00 | 0.23 | 0.23 | 0.00 | 0.19 | 0.19 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | SBT | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.02 | V/C | | 0.10 | V/C | | 0.23 | V/C | | 0.00 | 0.362 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.11 | RTOG | | 0.10 | RTOG | | 0.23 | RTOG | | 0.23 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.05 | RTOR | | 0.02 | RTOR | | 0.04 | |
| RTC | | 0.11 | RTC | | 0.14 | RTC | | 0.25 | RTC | | 0.26 | |
| Addl ICU | | -0.02 | Addl ICU | | -0.04 | Addl ICU | | -0.02 | Addl ICU | | -0.08 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.41 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #799 "B" St (NS) & Marine Wy (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1360 | 340 | 1700 | 1700 | 1700 | 1700 | 3134 | 266 | 1700 | 3400 | 1700 | Total Saturation |
| 59 | 56 | 14 | 65 | 50 | 278 | 441 | 968 | 82 | 20 | 1058 | 110 | Volume |
| 0.03 | 0.04 | 0.04 | 0.04 | 0.03 | 0.16 | 0.26 | 0.31 | 0.31 | 0.01 | 0.31 | 0.06 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.04 | V/C | | 0.04 | V/C | | 0.26 | V/C | | 0.31 | 0.650 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | 0.04 | RTOG | | 0.56 | RTOG | | 0.31 | Right Turn Adjustment |
| RTOR | | 0.26 | RTOR | | 0.26 | RTOR | | 0.05 | RTOR | | 0.04 | |
| RTC | | 0.24 | RTC | | 0.24 | RTC | | 0.60 | RTC | | 0.34 | |
| Addl ICU | | -0.20 | Addl ICU | | -0.08 | Addl ICU | | -0.29 | Addl ICU | | -0.28 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.70 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|-------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Post Year 2035 (2012 Modified Project Option 2) With Stadium | | | | | | | | | Time Period: | | PM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 1700 | 1700 | 1700 | 675 | 1025 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 67 | 47 | 150 | 69 | 27 | 41 | 70 | 1754 | 151 | 205 | 2964 | 182 | Volume |
| 0.04 | 0.03 | 0.09 | 0.04 | 0.04 | 0.04 | 0.04 | 0.34 | 0.09 | 0.06 | 0.58 | 0.11 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBT | Direction | | SBL | Direction | | EBL | Direction | | WBT | Initial ICU |
| V/C | | 0.03 | V/C | | 0.04 | V/C | | 0.04 | V/C | | 0.58 | 0.691 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.03 | RTOG | | 0.03 | RTOG | | 0.56 | RTOG | | 0.58 | Right Turn Adjustment |
| RTOR | | 0.28 | RTOR | | 0.04 | RTOR | | 0.03 | RTOR | | 0.04 | |
| RTC | | 0.24 | RTC | | 0.06 | RTC | | 0.58 | RTC | | 0.61 | |
| Addl ICU | | -0.15 | Addl ICU | | -0.02 | Addl ICU | | -0.49 | Addl ICU | | -0.50 | |
| | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.74 | | | | | | | | | | | | |

INTERSECTION ANALYSIS WORKSHEETS

MITIGATION MEASURES

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 0 | 0 | 4666 | 434 | Total Saturation |
| 65 | 0 | 135 | 0 | 0 | 0 | 0 | 2746 | 151 | 0 | 2205 | 205 | Volume |
| 0.04 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.54 | 0.00 | 0.00 | 0.47 | 0.47 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | N/A | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.04 | | V/C | 0.00 | | V/C | 0.54 | | V/C | 0.00 | | 0.577 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | -0.04 | | RTOG | 0.54 | | RTOG | 0.54 | | Right Turn Adjustment |
| RTOR | 0.00 | | RTOR | 0.07 | | RTOR | 0.04 | | RTOR | 0.04 | | |
| RTC | 0.04 | | RTC | 0.01 | | RTC | 0.57 | | RTC | 0.57 | | |
| Addl ICU | 0.04 | | Addl ICU | -0.01 | | Addl ICU | -0.57 | | Addl ICU | -0.09 | | |
| | 0.04 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.67 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|--------------------|-----------------------|
| Scenario: Year 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 1700 | 1206 | 494 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 196 | 24 | 254 | 137 | 83 | 34 | 25 | 2869 | 531 | 480 | 2130 | 54 | Volume |
| 0.06 | 0.01 | 0.15 | 0.08 | 0.07 | 0.07 | 0.01 | 0.56 | 0.31 | 0.14 | 0.42 | 0.03 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.06 | | V/C | 0.07 | | V/C | 0.56 | | V/C | 0.14 | | 0.830 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.05 | | RTOG | 0.07 | | RTOG | 0.56 | | RTOG | 0.69 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.29 | | RTOR | 0.06 | | RTOR | 0.11 | | |
| RTC | 0.15 | | RTC | 0.28 | | RTC | 0.61 | | RTC | 0.77 | | |
| Addl ICU | 0.00 | | Addl ICU | -0.21 | | Addl ICU | -0.29 | | Addl ICU | -0.74 | | |
| | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | |
| | | | | | | | | | | | 0.05 | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | 0.88 | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #317 SR-133 NB Ramps (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|--|------|------|-----------|------|-------|-----------|------|-------|--------------|------|-------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | f | 0 | 3 | 0 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | 5100 | 0 | 0 | 4663 | 437 | Total Saturation |
| 73 | 0 | 157 | 0 | 0 | 0 | 0 | 2767 | 140 | 0 | 2186 | 205 | Volume |
| 0.04 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.54 | 0.00 | 0.00 | 0.47 | 0.47 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | | NBL | Direction | | N/A | Direction | | EBT | Direction | | WBL | Initial ICU |
| V/C | | 0.04 | V/C | | 0.00 | V/C | | 0.54 | V/C | | 0.00 | 0.585 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | | 0.04 | RTOG | | -0.04 | RTOG | | 0.54 | RTOG | | 0.54 | Right Turn Adjustment |
| RTOR | | 0.00 | RTOR | | 0.07 | RTOR | | 0.04 | RTOR | | 0.04 | |
| RTC | | 0.04 | RTC | | 0.01 | RTC | | 0.57 | RTC | | 0.57 | |
| Addl ICU | | 0.05 | Addl ICU | | -0.01 | Addl ICU | | -0.57 | Addl ICU | | -0.11 | |
| | | 0.05 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Clearance Interval | | | | | | | | | | | | |
| 0.05 | | | | | | | | | | | | |
| TOTAL CAPACITY UTILIZATION | | | | | | | | | | | | |
| 0.68 | | | | | | | | | | | | |

Right Turn Capacity Utilization Adjustment Calculation

| Intersection #800 "A-02" St/"LQ" St (NS) & Irvine Blvd (EW) | | | | | | | | | | | | |
|---|------|------|-----------|-------|------|-----------|-------|------|--------------|-------|-----------------------------------|-----------------------|
| Scenario: Year Post 2035 (2011 Approved Project) With Project | | | | | | | | | Time Period: | | AM | |
| South Leg | | | North Leg | | | West Leg | | | East Leg | | | |
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| 2 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | Lanes |
| 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | Sat/Lane |
| 3400 | 1700 | 1700 | 1700 | 1275 | 425 | 1700 | 5100 | 1700 | 3400 | 5100 | 1700 | Total Saturation |
| 184 | 22 | 255 | 148 | 87 | 29 | 20 | 2868 | 533 | 464 | 1617 | 61 | Volume |
| 0.05 | 0.01 | 0.15 | 0.09 | 0.07 | 0.07 | 0.01 | 0.56 | 0.31 | 0.14 | 0.32 | 0.04 | Vol/Sat |
| <i>Critical Movements</i> | | | | | | | | | | | | |
| Direction | NBL | | Direction | SBT | | Direction | EBT | | Direction | WBL | | Initial ICU |
| V/C | 0.05 | | V/C | 0.07 | | V/C | 0.56 | | V/C | 0.14 | | 0.821 |
| <i>Right Turn Capacity Adjustment</i> | | | | | | | | | | | | |
| RTOG | 0.04 | | RTOG | 0.07 | | RTOG | 0.56 | | RTOG | 0.69 | | Right Turn Adjustment |
| RTOR | 0.14 | | RTOR | 0.38 | | RTOR | 0.05 | | RTOR | 0.11 | | |
| RTC | 0.14 | | RTC | 0.35 | | RTC | 0.60 | | RTC | 0.77 | | |
| Addl ICU | 0.01 | | Addl ICU | -0.29 | | Addl ICU | -0.29 | | Addl ICU | -0.73 | | |
| | 0.01 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| | | | | | | | | | | | Clearance Interval | 0.05 |
| | | | | | | | | | | | TOTAL CAPACITY UTILIZATION | 0.88 |

PROJECT TRIP DISTRIBUTION MEMO

**WITH PROJECT
WITH STADIUM**



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Technical Memorandum

| | | | |
|---------------------|---|-------------------|---------------|
| To/Attention | Kerwin Lau | Date | July 23, 2013 |
| From | Bill Delo | Project No | 34239 |
| cc | Dwayne Mears, Lorrie Ruiz | Steno | I |
| Subject | IUSD High School No. 5 Trip Generation and Distribution | | |

The purpose of this technical memorandum is to summarize the trip generation and distribution assumptions that will be used in the traffic impact analysis for the Irvine Unified School District's proposed High School No. 5 project.

Background

High School No. 5 Project

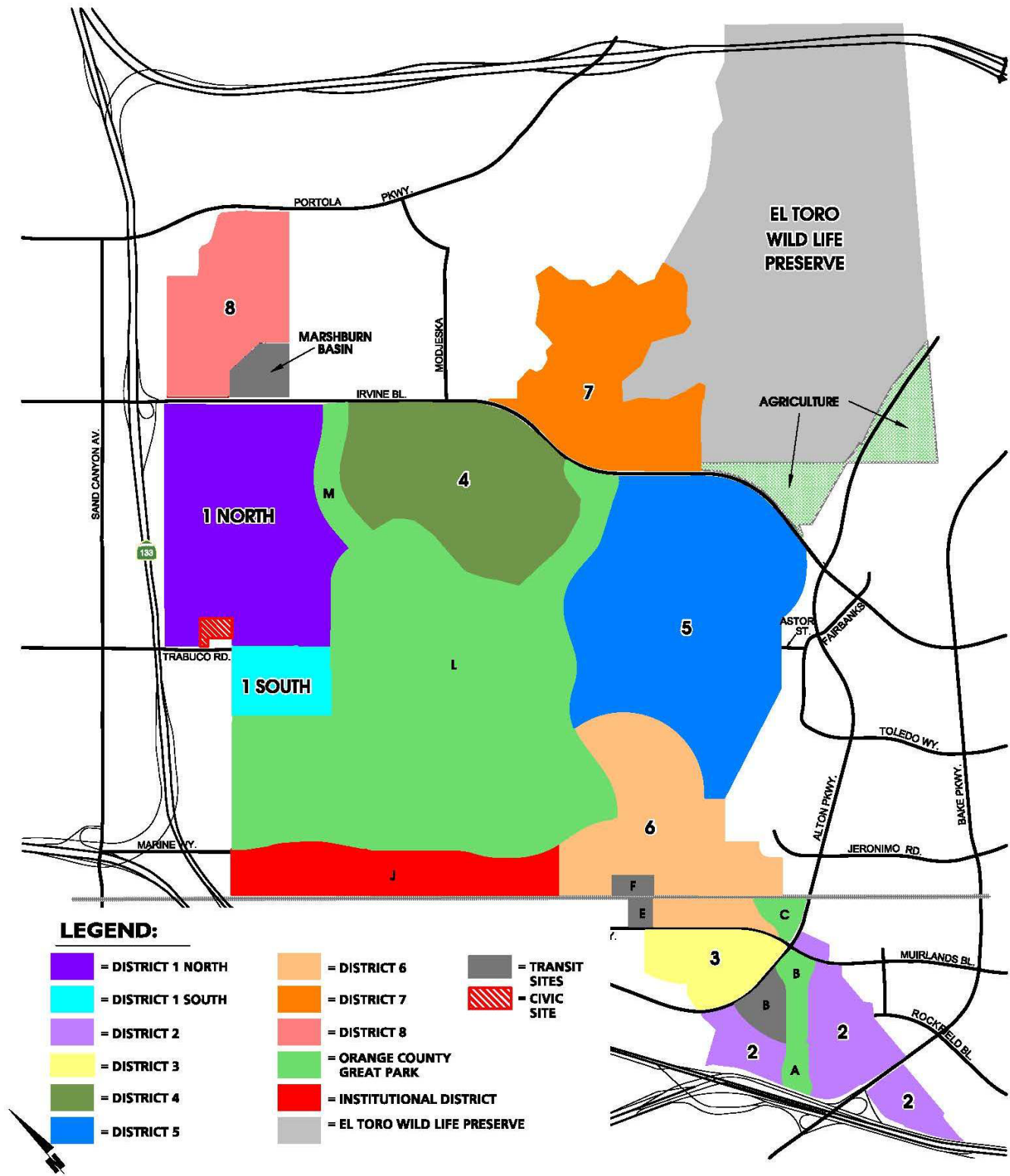
The Irvine Unified School District plans to build a new high school facility on a 40.3-acre site on the southeast corner of Irvine Boulevard and the future "B" Street, east of Sand Canyon and Highway 133 and west of Alton Parkway. The project site is on a portion of the former Marine Corps Air Station El Toro (MCAS El Toro), in Planning Area 51, Orange County Great Park, of the City of Irvine General Plan. The school is scheduled to open in the year 2017 with a capacity of 2,600 students. It will also include a performing arts center, a gymnasium, and a stadium with 2,940 seats.

Great Park Neighborhoods Development

As part of the Great Park Neighborhoods Project, the MCAS El Toro site will be developed into master-planned neighborhoods or "Districts" that include a variety of housing, shops, restaurants, workplaces, educational institutions, parks, trails and outdoor activities. In 2011, the Heritage Fields/Great Park Neighborhoods Project was approved (the "2011 Approved Project") to develop 4,712 residential dwelling units (2,741 single family detached and 1,971 multi-family units) and over six million square feet of non-residential uses in the buildout condition. The 2011 Approved Project did not include a high school facility as part of its land use plan.

In 2012, a General Plan Amendment and Zone Change (the "2012 Modified Project") was prepared that included two development options with an increase in residential development units and a decrease in non-residential acreage compared to the 2011 Approved Project. The Project Area Districts as illustrated in Exhibit 2-2 of the Heritage Fields Project 2012 General Plan Amendment/Zone Change Traffic Study are provided in Figure 1. The 2012 Modified Project Options 1 and 2 each include 9,318 residential dwelling units (3,358 single family detached and 5,960 multi-family units) but propose a slightly different allocation of those units between neighborhood Districts 1N and 1S. In both the 2012 Modified Project Options 1 and 2, a 2,600-student high school is included in the buildout scenario.

Figure 1. Heritage Fields Project Area Districts



Source: Heritage Fields Project 2012 - GPA/ZC Traffic Study Exhibit 2-2



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The 2012 Modified Project Option 1 proposes the same level of single family detached and multi-family residential development as the 2011 Approved Project, with the following exceptions:

- In District 5, the community recreational and retail land uses proposed in the 2011 Approved Project are replaced with 1,194 single family detached residential units and 1,690 multi-family residential units.
- In District 6, the mortuary, golf, agriculture, educational institution and research and development land uses proposed in the 2011 Approved Project are replaced with 1,722 multi-family residential units along with multi-use land use.
- In District 7, the 840 single family detached residential units proposed in the 2011 Approved Project are replaced with 692 single family detached residential units and 148 multi-family residential units.

The 2012 Modified Project Option 2 proposes the same level of single family detached and multi-family residential development as the 2012 Modified Project Option 1, with the following exceptions:

- In District 1N, 258 additional multi-family residential units are proposed in place of retail land use in Option 2.
- In District 1S, the 429 multi-family residential units proposed in Option 1 are replaced with 171 multi-family residential units plus retail and multi-use land uses.

The levels of residential development proposed in the 2011 Approved Project and 2012 Modified Project Options 1 and 2 in the Year 2015 and Post-2030 conditions are summarized in Table 1.

Table 1 - Residential Development Summary (DUs)

| District | 2015 Conditions | | | Post-2030 Conditions | | |
|--------------------|-------------------|-------------------|-------------------|----------------------|-----------------------|-----------------------|
| | 2011 AP | 2012 MP Option 1 | 2012 MP Option 2 | 2011 AP | 2012 MP Option 1 | 2012 MP Option 2 |
| 1N | 494 SFD | 494 SFD | 494 SFD | 494 SFD 1,121 MF | 494 SFD 1,121 MF | 494 SFD 1,379 MF |
| 1S | -- | 429 MF | 171 MF | 429 MF | 429 MF | 171 MF |
| 2 | -- | -- | -- | -- | -- | -- |
| 3 | -- | -- | -- | -- | -- | -- |
| 4 | 494 SFD 608 MF | 494 SFD 608 MF | 494 SFD 608 MF | 494 SFD 608 MF | 494 SFD 608 MF | 494 SFD 608 MF |
| 5 | -- | -- | -- | -- | 1,194 SFD 1,690 MF | 1,194 SFD 1,690 MF |
| 6 | -- | -- | -- | -- | 1,722 SFD | 1,722 SFD |
| 7 | 840 SFD | 692 SFD 148 MF | 692 SFD 148 MF | 840 SFD | 692 SFD 148 MF | 692 SFD 148 MF |
| 8 | 484 SFD 242 MF | 484 SFD 242 MF | 484 SFD 242 MF | 484 SFD 242 MF | 484 SFD 242 MF | 484 SFD 242 MF |
| Total SFD | 2,312 | 2,164 | 2,164 | 2,312 | 3,358 | 3,358 |
| Total MF | 850 | 1,427 | 1,169 | 2,400 | 5,960 | 5,960 |
| Total Units | 3,162 | 3,591 | 3,333 | 4,712 | 9,318 | 9,318 |

Source: Heritage Fields Project 2012 GPA/ZC Traffic Study Tables 2-1 and 2-2

AP – Approved Project; DU – dwelling units; MF – multi-family; MP – Modified Project; SFD – single family detached

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IUSD Boundaries

The attendance area for High School No. 5 is assumed to be bounded by Jeffrey Road to the west, the Interstate 5 (I-5) freeway to the south, City limits/Bake Parkway to the east and City limits/State Route 241 (SR-241) to the north. This area is currently part of the Northwood High School and Irvine High School attendance areas.

Analysis Scenarios

The traffic analysis for the High School No. 5 project will include the following scenarios. This list is contingent on the availability of this data as part of the “baseline” and “pending” versions of ITAM and subject to change based on direction from the City of Irvine.

- No Project - 2011 Approved Project Base
- No Project - 2012 Modified Project Option 1 Base
- No Project - 2012 Modified Project Option 2 Base
- No Project - 2011 Approved Project Base Plus Cumulative Projects
- No Project - 2012 Modified Project Option 1 Base Plus Cumulative Projects
- No Project - 2012 Modified Project Option 2 Base Plus Cumulative Projects
- With Project - 2011 Approved Project Base
- With Project - 2012 Modified Project Option 1 Base
- With Project - 2012 Modified Project Option 2 Base
- With Project - 2011 Approved Project Base Plus Cumulative Projects
- With Project - 2012 Modified Project Option 1 Base Plus Cumulative Projects
- With Project - 2012 Modified Project Option 2 Base Plus Cumulative Projects

An AM and PM peak hour analysis of each scenario will be made for the following timeframes:

- Existing Condition (Year 2013) ← not mentioned in NOP comments
- Project Opening (Year 2017)
- Interim (Year 2035)
- Buildout (Post-2035)

Project Trip Generation

The trip generation for the High School No. 5 project has been estimated using rates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition. The trip generation rates and the forecast trip volumes for the High School land use category (ITE Code 530), are summarized in Table 2.

Table 2 - ITE Trip Generation for a High School Land Use (Code 530) with a Capacity of 2,600 Students

| | Weekday | AM | | | PM | | |
|-------|---------|--------|--------|-------|--------|--------|-------|
| | | In | Out | Total | In | Out | Total |
| Rates | 1.71 | 0.2856 | 0.1344 | 0.42 | 0.0611 | 0.0689 | 0.13 |
| Trips | 4,446 | 743 | 349 | 1,092 | 159 | 179 | 338 |

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Project Trip Distribution

The project trip distribution for each analysis scenario has been developed based on the following assumptions:

- 5% of the project trips are generated by faculty and staff originating outside of the City of Irvine.
- 5% of the project trips are generated by faculty and staff originating within the City of Irvine but outside of the High School No. 5 attendance area boundary.
- The number of trips originating from each sub-area within the High School No. 5 attendance area boundary is proportional to the number of residential dwelling units located in that sub-area.

Based on a field inventory and information published online, there are an estimated 10,073 residential housing units located within the High School No. 5 attendance area, not including the proposed Great Park Neighborhoods development. Figure 2 shows the number of housing units in each area in the Project Opening Year 2017. Figure 3 shows the number of units in each area in the Year 2035 and Post-2035 conditions.

The trip origin and destination assumptions for each of the Project Opening Year 2017 scenarios are summarized in Table 3, and the assumptions for Year 2035 and Post-2035 are provided in Table 4.

Table 3 - Project Opening Year 2017 Trip Distribution Assumptions

| Trip Origins/ Destinations | 2011 AP | 2012 MP Option 1 | 2012 MP Option 2 |
|---|----------------|-----------------------------|-----------------------------|
| Outside of the City of Irvine | 5% | 5% | 5% |
| Within the City of Irvine but outside the HS No.5 attendance area boundary | 5% | 5% | 5% |
| Within the HS No.5 attendance area boundary but outside of the Great Park Neighborhoods | 68% | 66% | 67% |
| Within the Great Park Neighborhoods development area | 22% | 24% | 23% |

Table 4 - Year 2035 and Post-2035 Trip Distribution Assumptions

| Trip Origins/ Destinations | 2011 AP | 2012 MP Option 1 | 2012 MP Option 2 |
|---|----------------|-----------------------------|-----------------------------|
| Outside of the City of Irvine | 5% | 5% | 5% |
| Within the City of Irvine but outside the HS No.5 attendance area boundary | 5% | 5% | 5% |
| Within the HS No.5 attendance area boundary but outside of the Great Park Neighborhoods | 61% | 47% | 47% |
| Within the Great Park Neighborhoods development area | 29% | 43% | 43% |

Figure 2. Opening Year 2017 Residential Dwelling Units

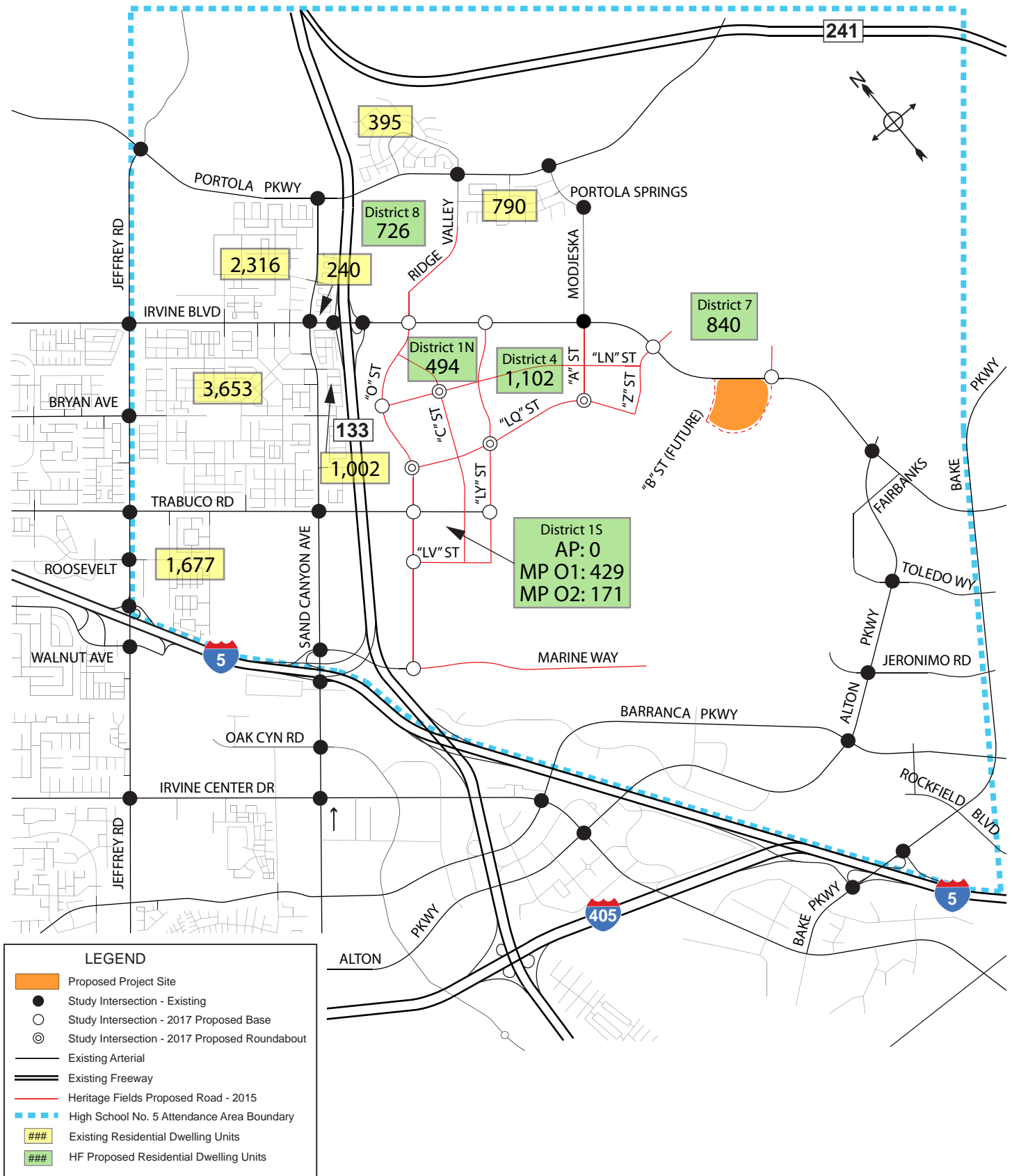
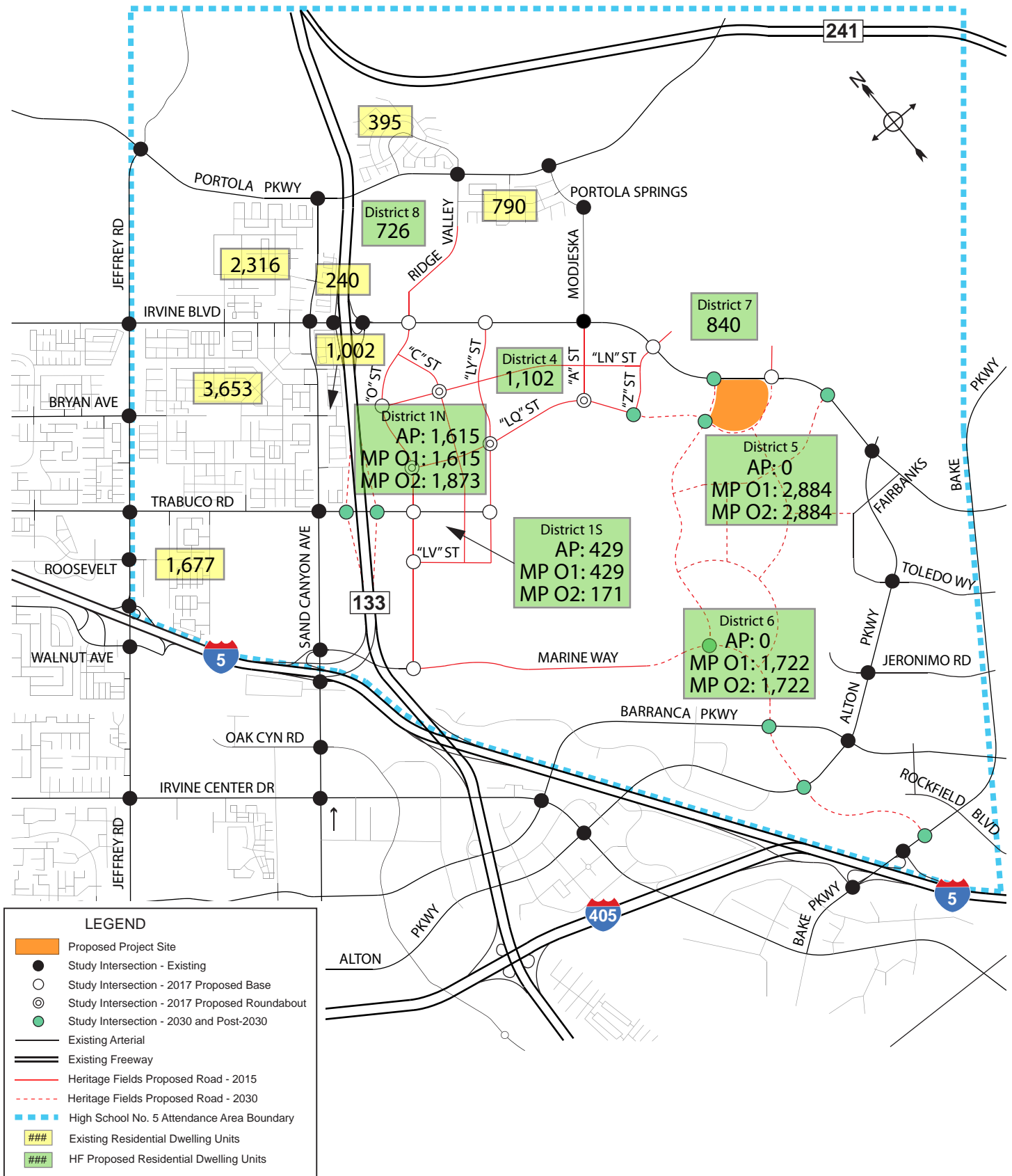


Figure 3. Year 2035 and Post-2035 Residential Dwelling Units



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The inbound project trip distribution through the study area during the AM and PM peak time periods in the Project Opening Year 2017 with the 2011 Approved Project is shown in Figure 4, and the outbound trip distribution is shown in Figure 5. During both the AM and PM peak periods, inbound trips to the project site are assumed to originate at home, and outbound trips are assumed to return home. Therefore, the inbound and outbound trip distribution percentages are the same during the AM and PM peak time periods. The difference in directional distribution between the AM and PM peak periods is reflected in the number of inbound and outbound trips forecast during each peak period, and is captured in the trip generation rather than the distribution.

The Project Opening Year 2017 AM and PM inbound trip distribution through the study area with 2012 Modified Project Option 1 is shown in Figure 6, and the outbound trip distribution is shown in Figure 7. The inbound trip distribution for Modified Project Option 2 is shown in Figure 8, and the outbound trip distribution is shown in Figure 9.

The Project Opening Year 2017 inbound and outbound trip distribution through project site access driveways is shown in Figure 10. In the opening year, the only access to the school site is provided from Irvine Boulevard, and the driveway distribution is the same for the 2011 Approved Project and 2012 Modified Project Options 1 and 2.

The inbound project trip distribution through the study area during the AM and PM peak time periods in the Year 2035 and Post-2035 with the 2011 Approved Project is shown in Figure 11, and the outbound trip distribution is shown in Figure 12. The Year 2035 and Post-2035 AM and PM inbound trip distribution through the study area with 2012 Modified Project Option 1 is shown in Figure 13, and the outbound trip distribution is shown in Figure 14. The inbound trip distribution for Modified Project Option 2 is shown in Figure 15, and the outbound trip distribution is shown in Figure 16.

The Year 2035 and Post-2035 inbound and outbound trip distribution through project site access driveways for the 2011 Approved Project scenario is shown in Figure 17, and the trip distribution through site access driveways for the 2012 Modified Project Options 1 and 2 are shown in Figure 18.

The Project Opening Year 2017 AM and PM peak hour project generated trips through the study area in the 2011 Approved Project scenario are shown in Figure 19. Figures 20 and 21 show the peak hour project generated trips for the 2012 Modified Project Options 1 and 2, respectively. The opening year AM and PM peak hour trips through site access driveways are shown in Figure 22.

The Year 2035 and Post-2035 AM and PM peak hour project generated trips through the study area in the 2011 Approved Project scenario are shown in Figure 23, and Figures 24 and 25 show the peak hour project generated trips for the 2012 Modified Project Options 1 and 2. The buildout AM and PM peak hour trips through site access driveways are shown in Figure 26.

Figure 4. Project Opening Year 2017 Study Area Trip Distribution 2011 Approved Project Scenario - Inbound

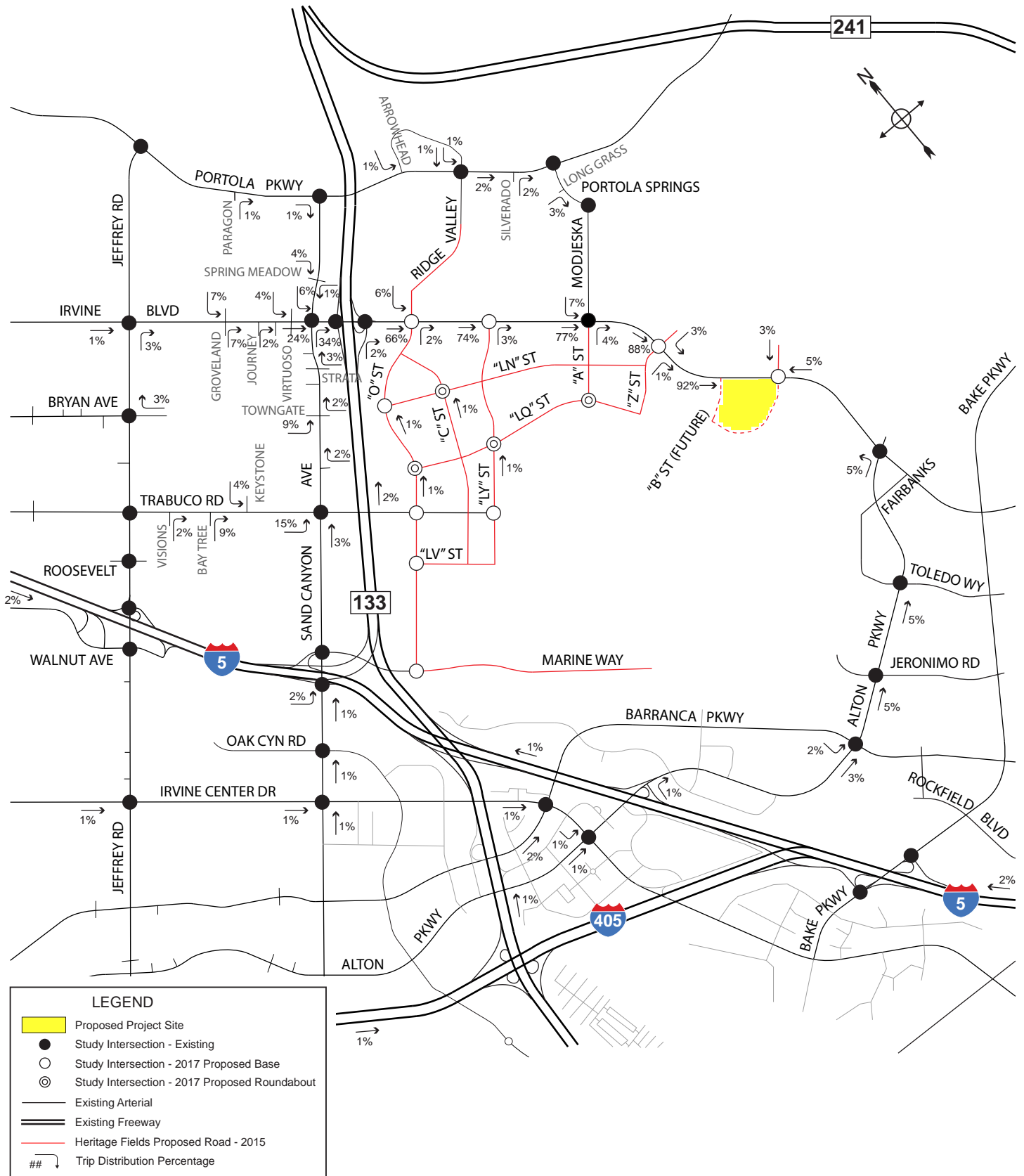


Figure 6. Project Opening Year 2017 Study Area Trip Distribution 2012 Modified Project Option 1 Scenario - Inbound

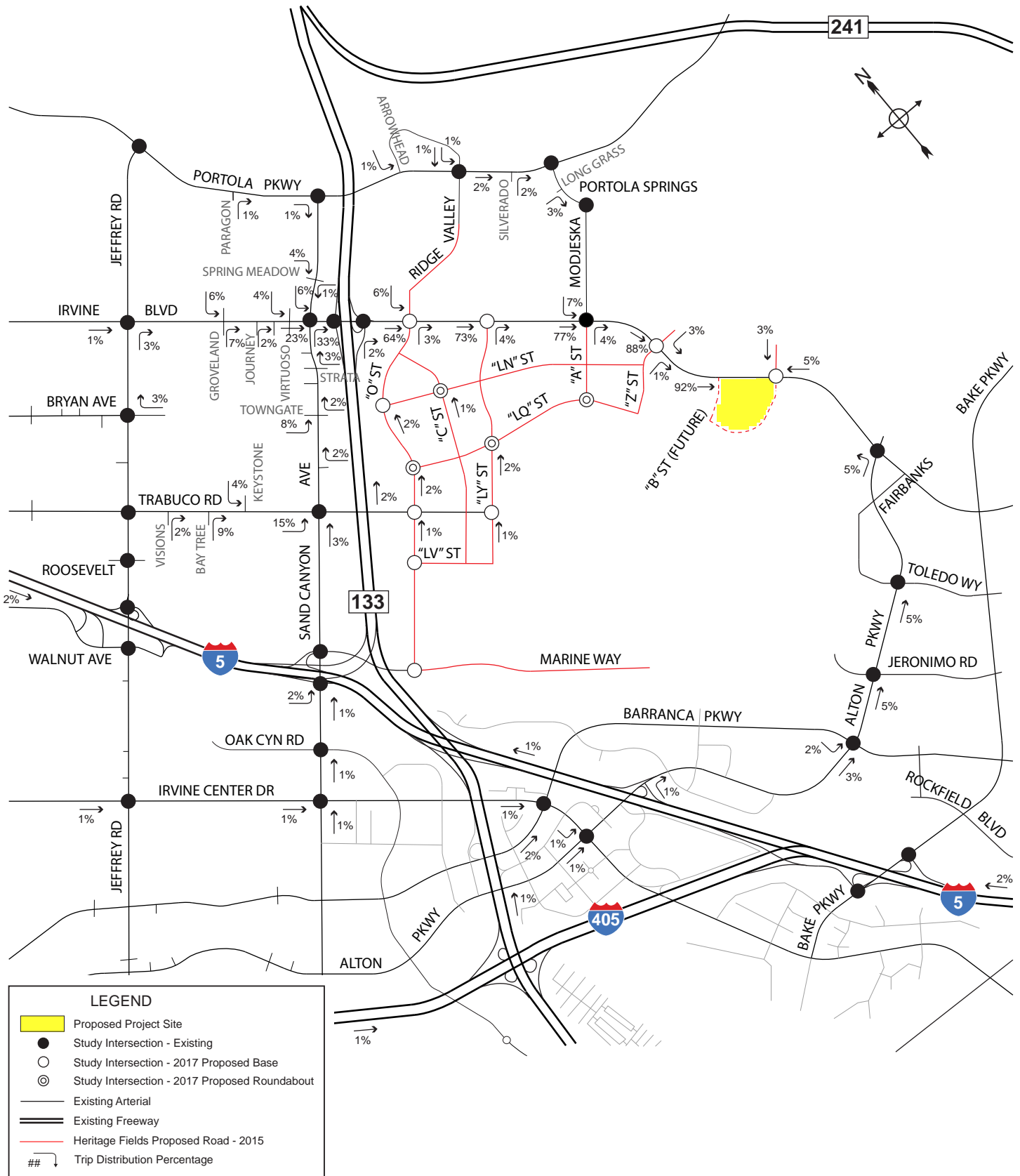


Figure 7. Project Opening Year 2017 Study Area Trip Distribution 2012 Modified Project Option 1 Scenario - Outbound

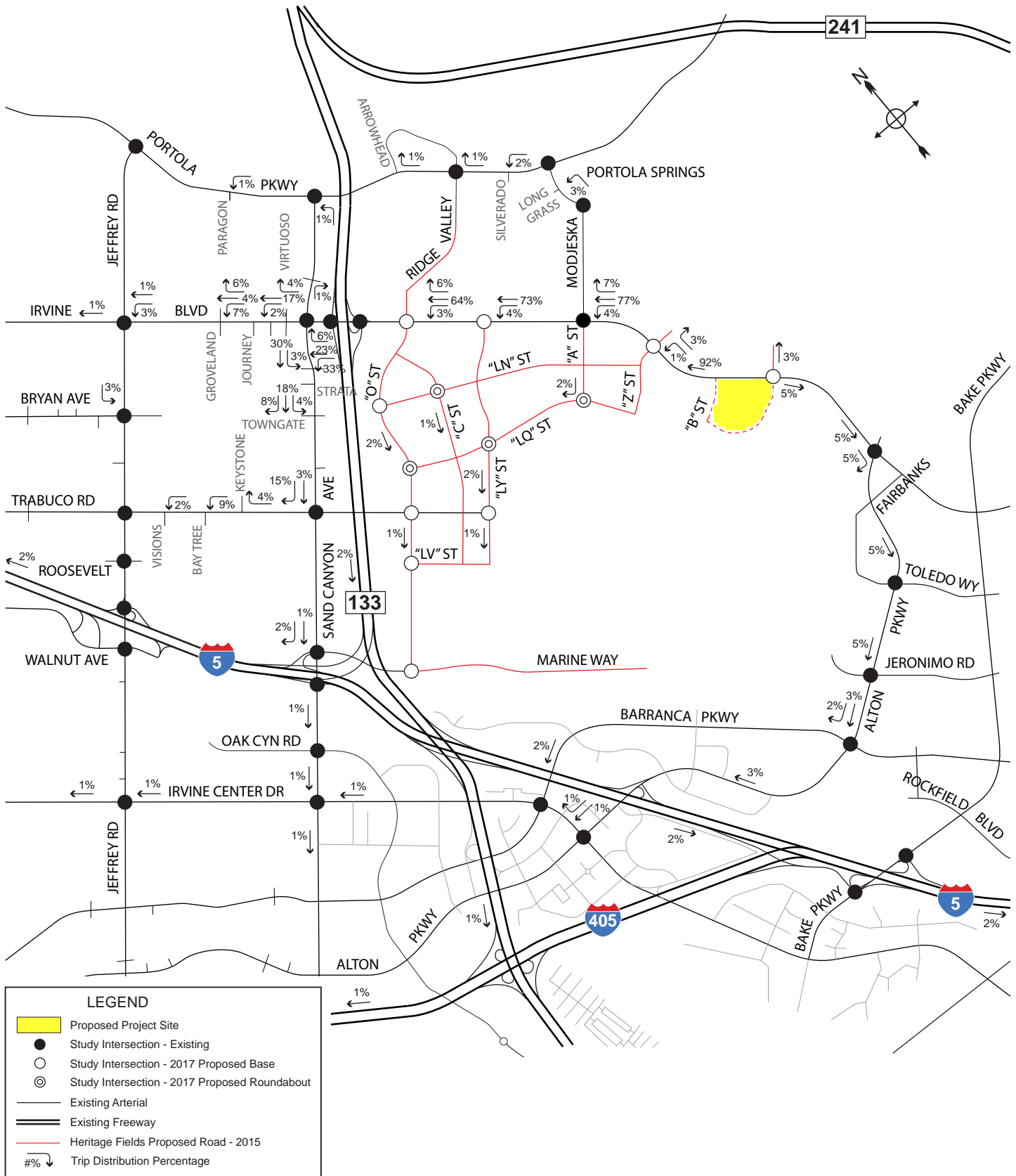


Figure 9. Project Opening Year 2017 Study Area Trip Distribution 2012 Modified Project Option 2 Scenario - Outbound

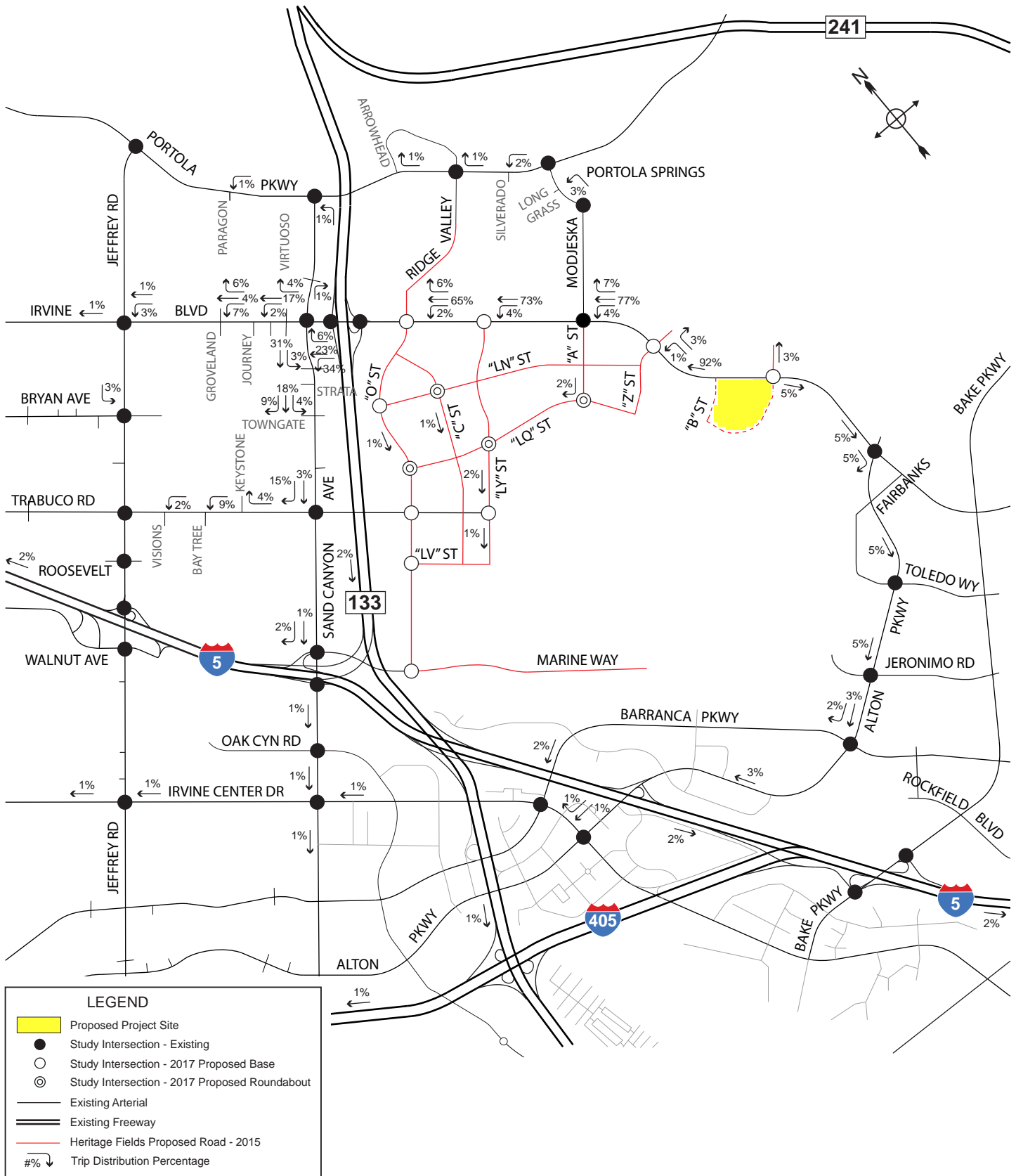


Figure 10: Site Circulation Opening Year 2017 Project Trip Distribution

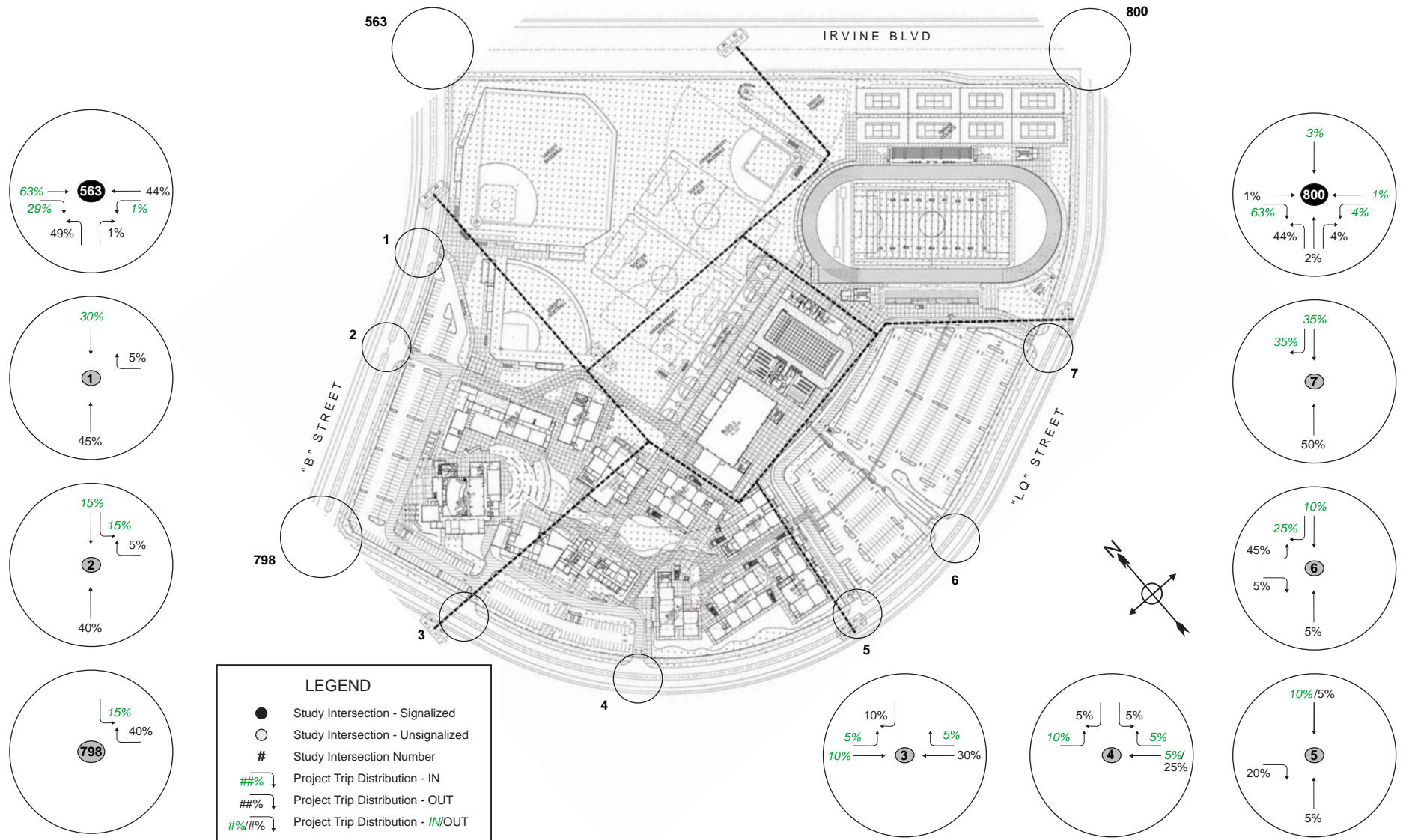


Figure 11. Year 2035 and Post-2035 Study Area Trip Distribution 2011 Approved Project Scenario - Inbound

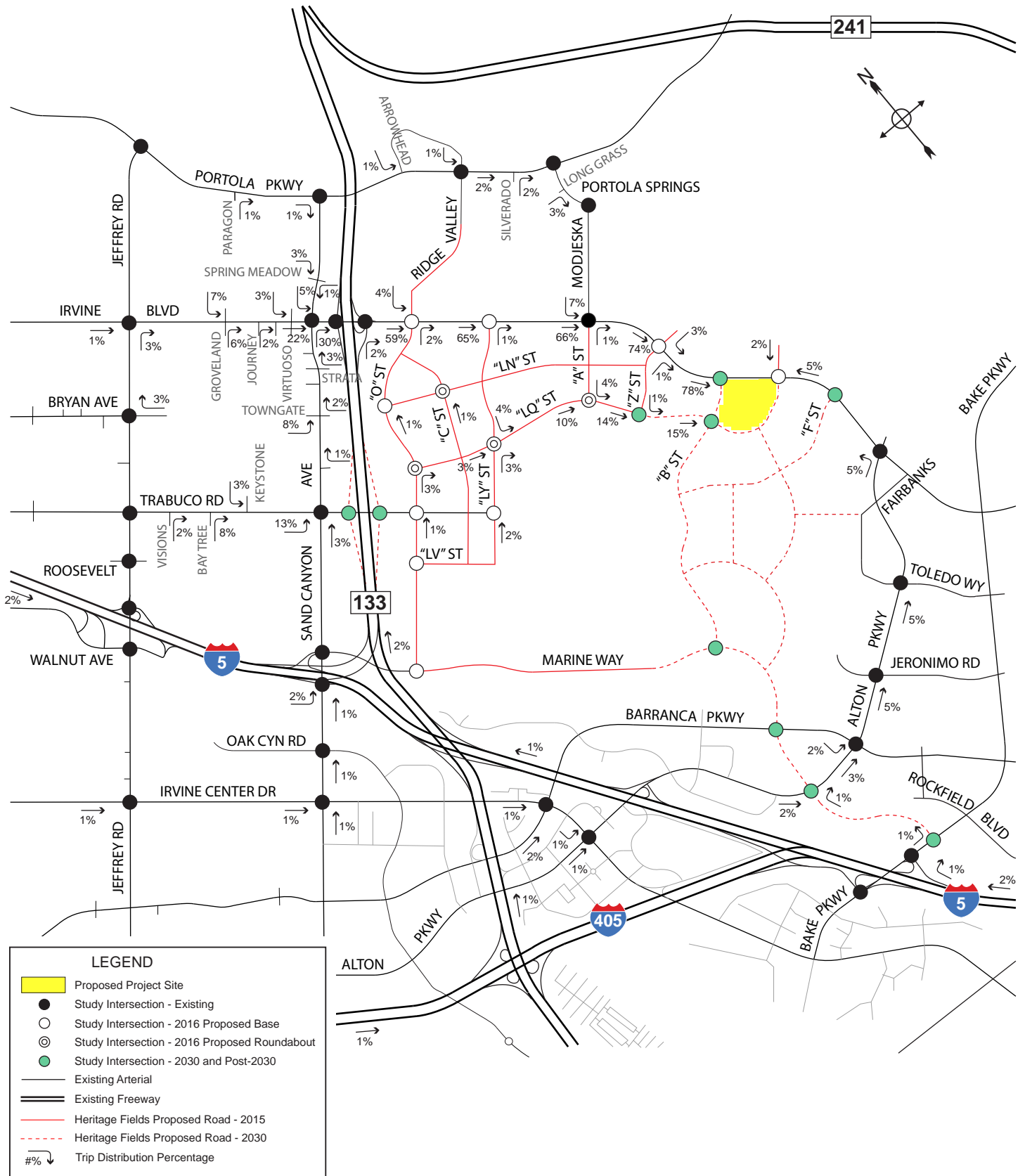


Figure 12. Year 2035 and Post-2035 Study Area Trip Distribution 2011 Approved Project Scenario - Outbound

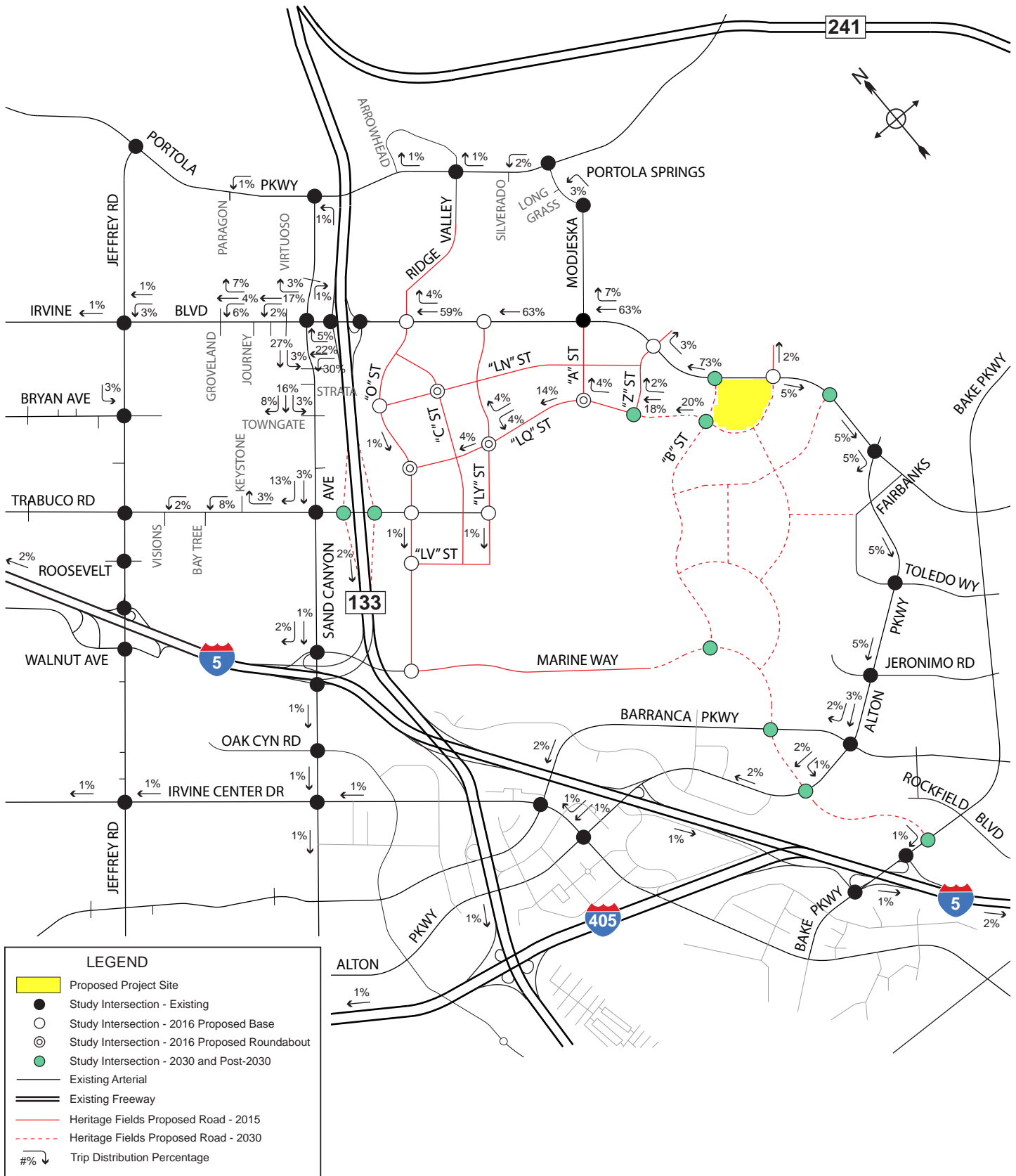


Figure 13. Year 2035 and Post-2035 Study Area Trip Distribution 2012 Modified Project Option 1 Scenario - Inbound

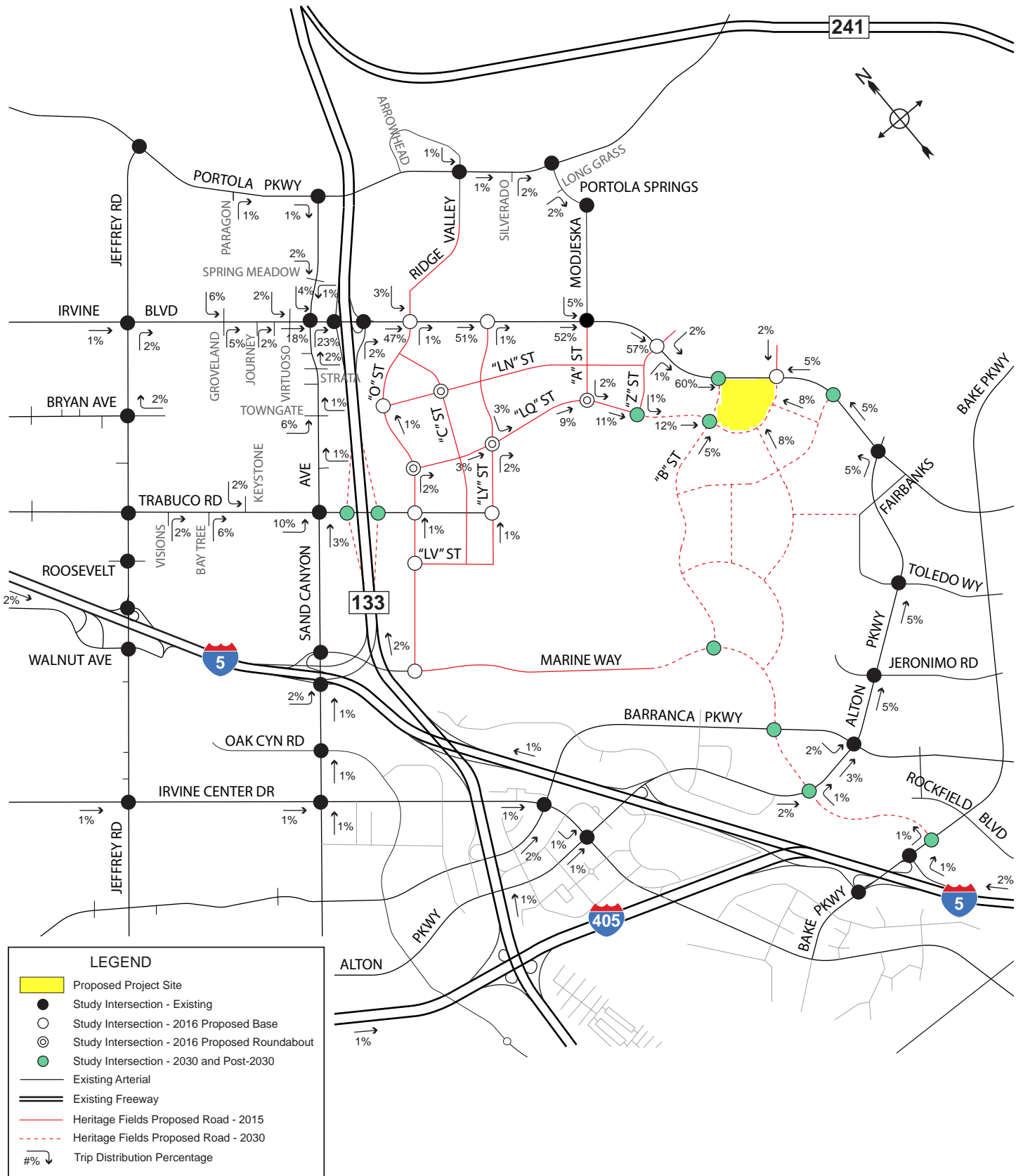


Figure 14. Year 2035 and Post-2035 Study Area Trip Distribution 2012 Modified Project Option 1 Scenario - Outbound

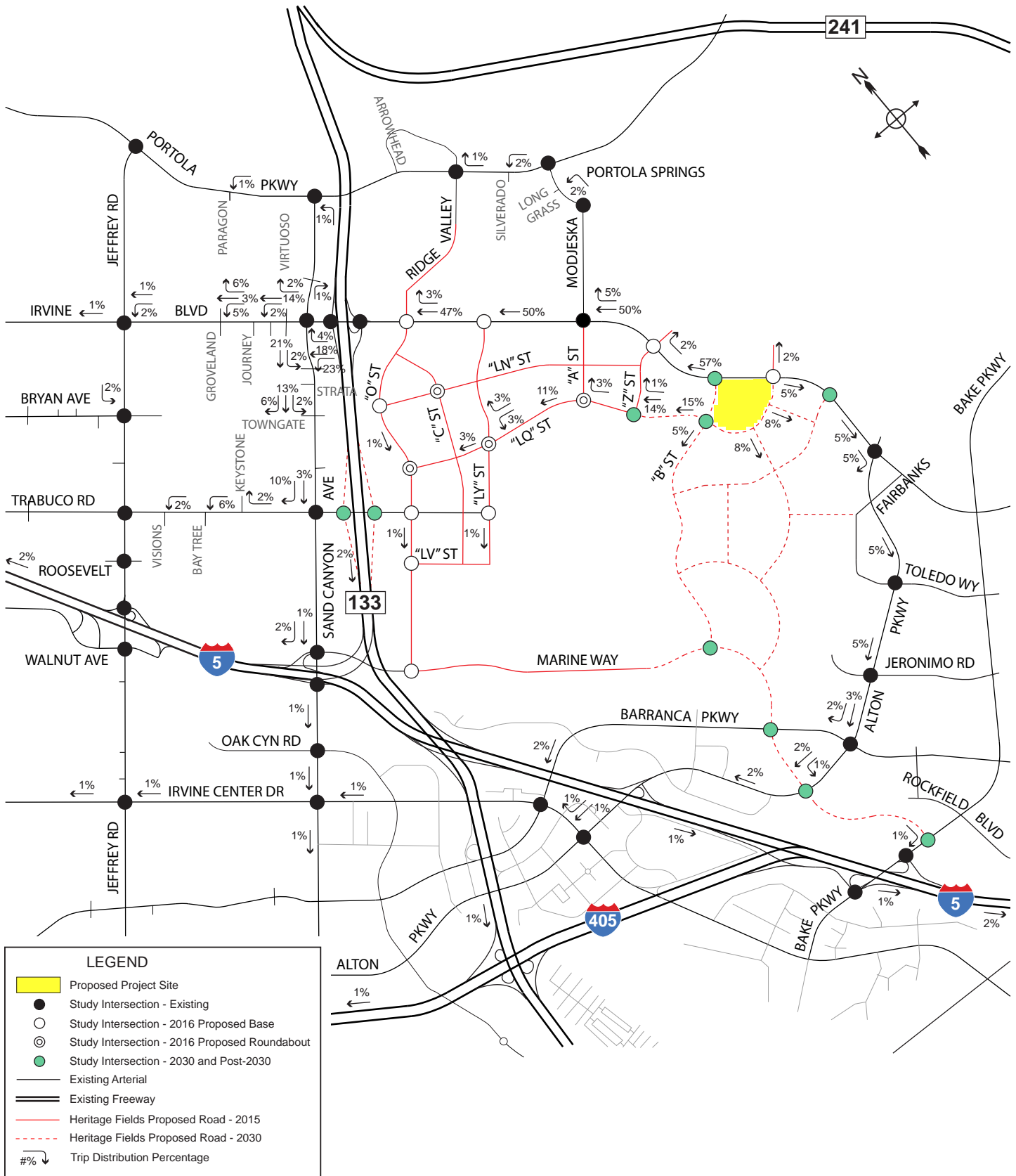


Figure 15. Year 2035 and Post-2035 Study Area Trip Distribution 2012 Modified Project Option 2 Scenario - Inbound

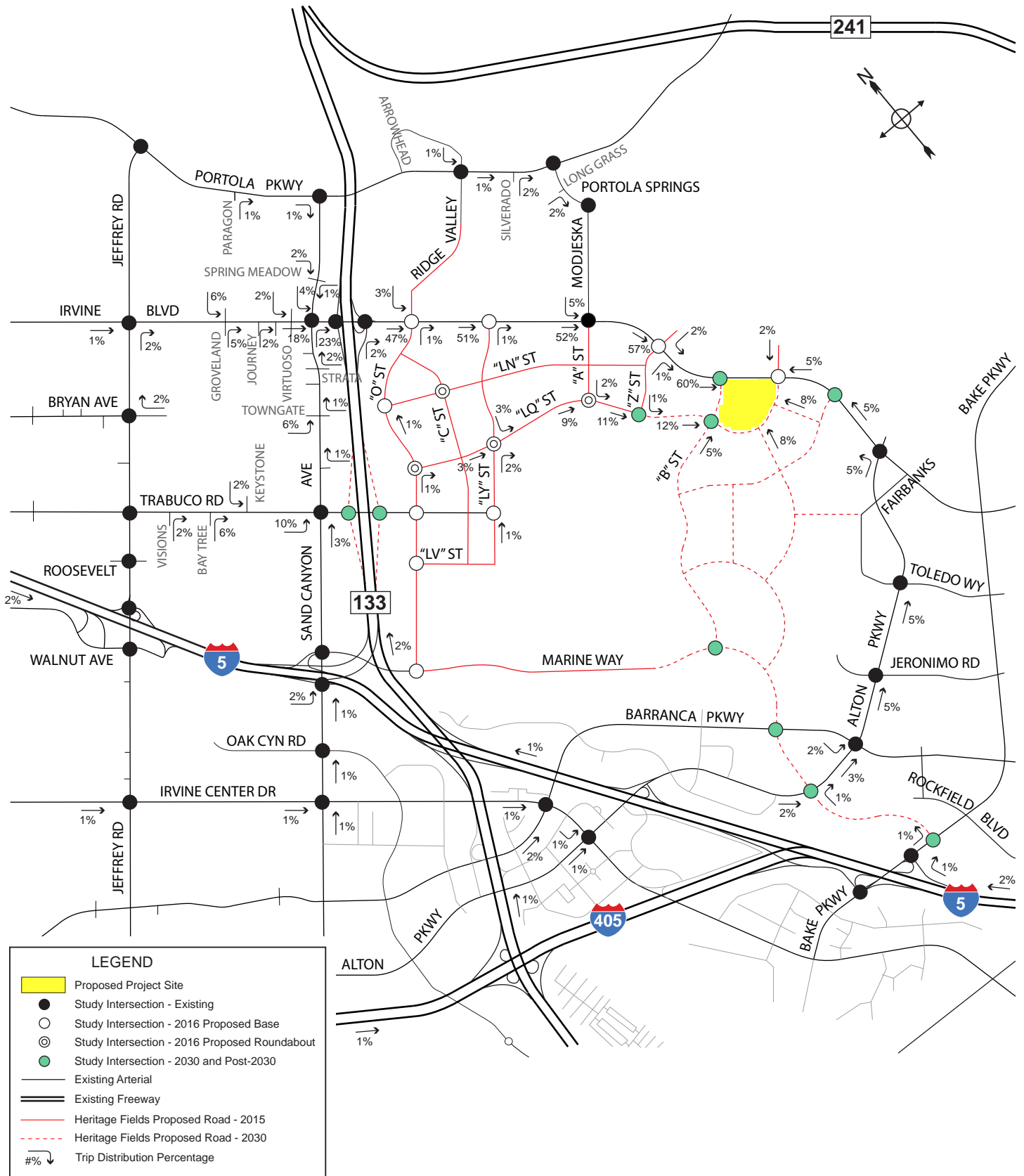


Figure 16. Year 2035 and Post-2035 Study Area Trip Distribution
2012 Modified Project Option 2 Scenario - Outbound

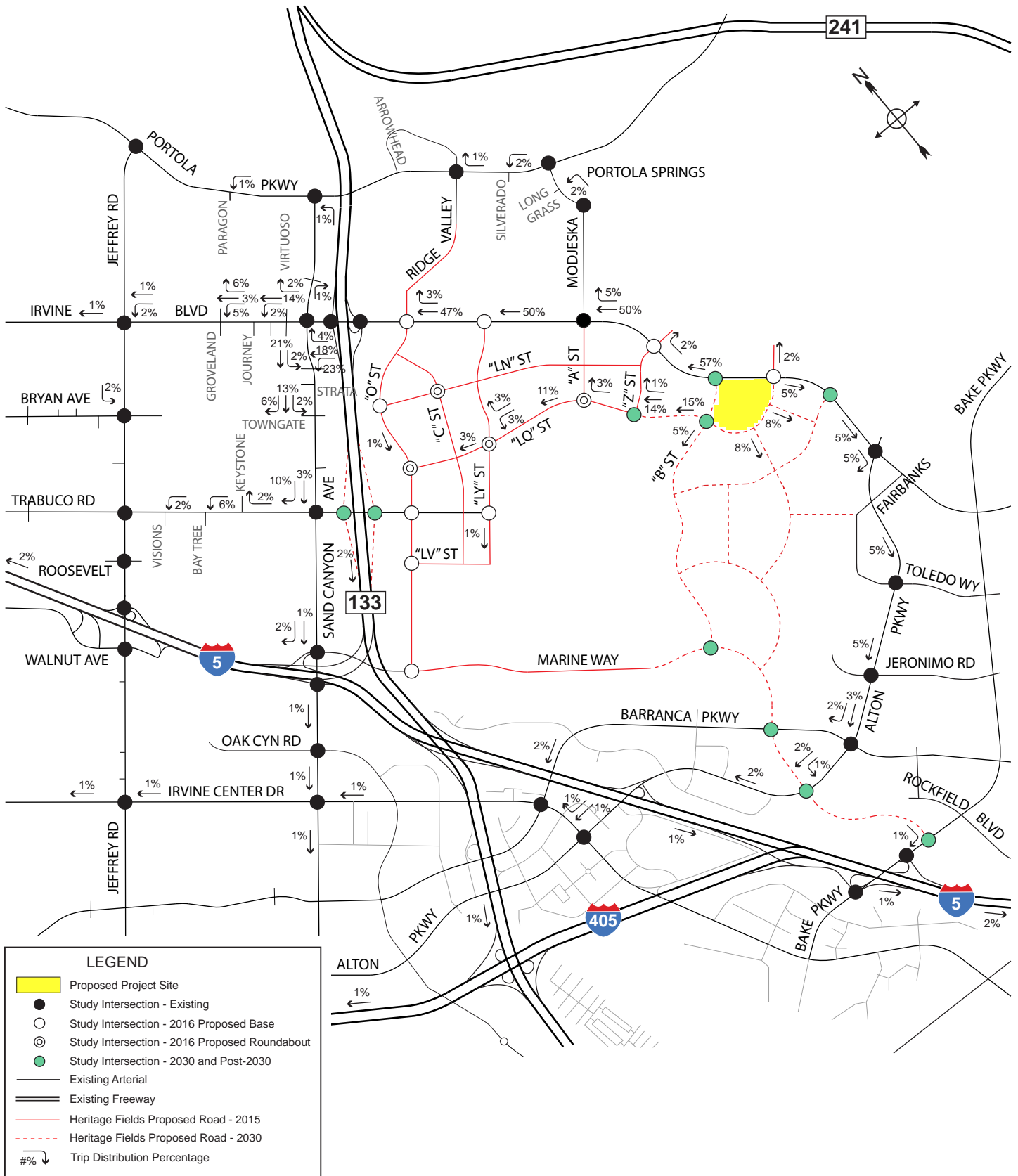


Figure 17: Site Circulation Year 2035 and Post-2035 Project Trip Distribution - 2011 AP

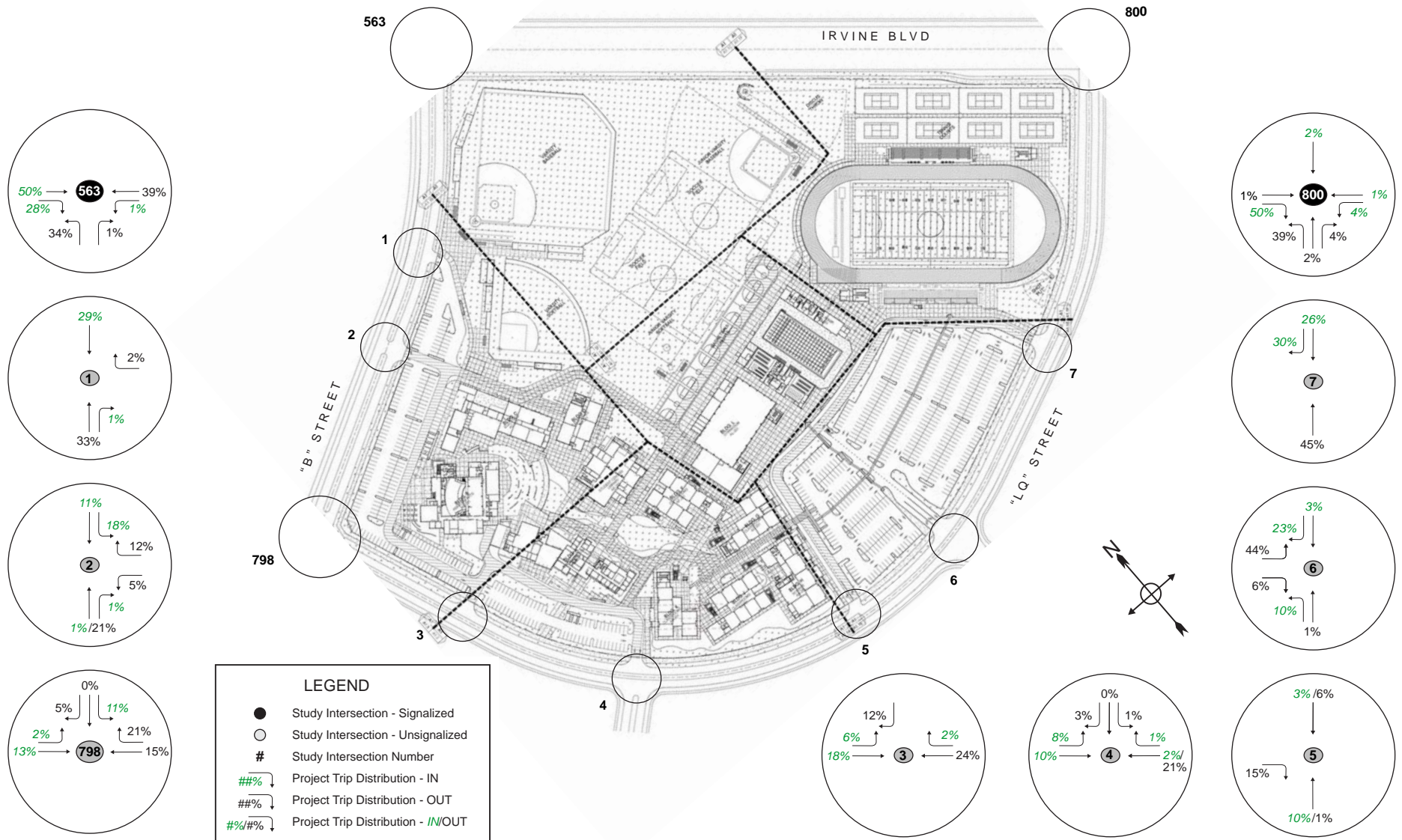
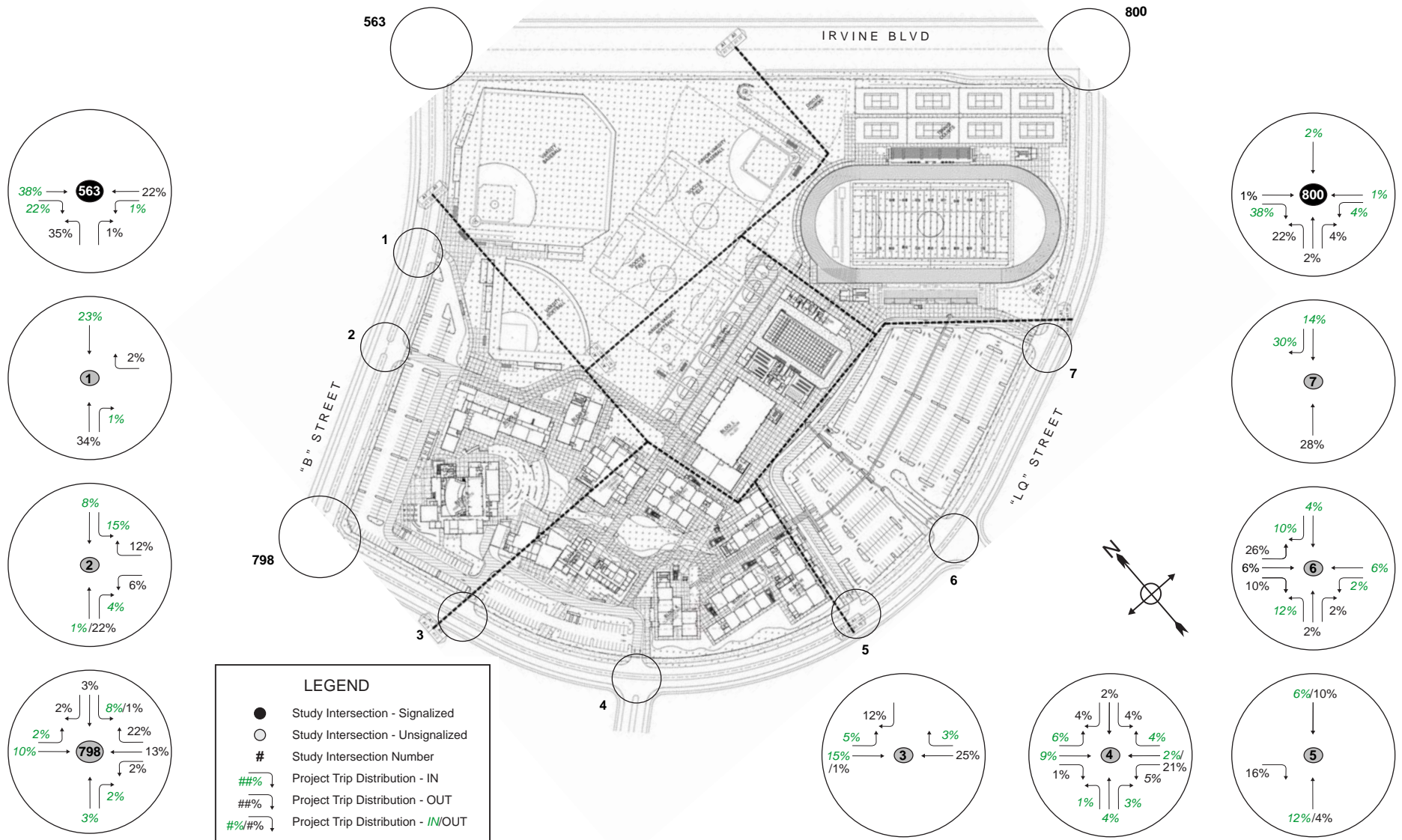


Figure 18: Site Circulation

Year 2035 and Post-2035 Project Trip Distribution - 2012 MP Options 1 & 2



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Figure 19. Project Opening Year 2017 Study Area Trips – 2011 AP

Figure 20. Project Opening Year 2017 Study Area Trips – 2012 MP Option 1

Figure 21. Project Opening Year 2017 Study Area Trips – 2012 MP Option 2

Figure 22. Project Opening Year 2017 Site Access Driveway Trips

Figure 23. Year 2035 and Post-2035 Study Area Trips – 2011 AP

Figure 24. Year 2035 and Post-2035 Study Area Trips – 2012 MP Option 1

Figure 25. Year 2035 and Post-2035 Study Area Trips – 2012 MP Option 2

Figure 26. Year 2035 and Post-2035 Site Access Driveway Trips

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Special Event Analysis

The Irvine Unified School District (the District) proposes to build a 2,940-seat athletic stadium as part of the High School No. 5 campus. The stadium would serve as a venue for special events such as graduation ceremonies and sports activities, and is not expected to generate a significant number of trips on a daily basis throughout the year. The proposed stadium would likely host one varsity football game per week for about ten to twelve weeks per year.

The proposed stadium is not expected to generate a significant number of trips during the AM peak hour, so the PM peak hour is the only time period selected for analysis. Any of the other High School No. 5 facilities (the performing arts center, tennis courts, softball/baseball fields, etc.) may be available for public or non-enrollment population use on a very limited basis during special events, and this activity would not contribute to peak hour trip generation.

Stadium Trip Generation

The stadium land use category is not currently listed in the Institute of Transportation Engineers (ITE) Trip Generation Manual, and there is limited local or national survey data available for this type of use. High school stadiums typically do not generate a significant number of vehicle trips during the peak hours of adjacent street traffic, but volumes may vary depending on the type of event and the scheduled start time. Stadium uses that would not attract large numbers of spectators are not expected to generate any additional trips. Vehicle trips generated by sports team practices and activities that take place on the track and football field are already captured in the standard trip generation for the high school. The only additional trips that are expected to be generated by the stadium would be for events with a significant volume of spectators seated in the bleachers.

High school stadium activities that attract large numbers of spectators tend to be seasonal, and include football games, graduation ceremonies, and occasional community events. Varsity football games are typically scheduled for Thursday, Friday, or Saturday evenings between late August and early December.

It is expected that the daily and peak hour trip generation for the proposed High School No. 5 will be similar to the trip generation at Irvine Stadium. Driveway counts were made at Irvine Stadium in an attempt to identify the number of vehicle trips that enter and exit the stadium site during a typical stadium event. Varsity football games with attendance at stadium capacity are forecast to generate a total of 605 evening peak hour trips (430 inbound and 175 outbound). This value is based on driveway volumes observed at Irvine Stadium and Institute of Transportation Engineers (ITE) *Trip Generation* rates for Heritage Park.

Evening peak hour trips are not expected to occur on typical weekdays. As a worst case scenario, the number of forecast project-related trips for a stadium event where every bleacher seat is filled is added to the weekday PM peak hour volumes for each intersection in the level of service analysis. This would be representative of a sold out varsity football game held on a Thursday night.

Average Daily Trips

The daily traffic volume for a stadium spectator event at High School No. 5 is forecast to be 2,176 trips, which includes 1,088 inbound trips and 1,088 outbound trips throughout the day. Daily trip generation for a special event land use like a high school stadium is highly variable, and depends on a number of local factors including demographics, weather patterns, team performance, and other site-specific criteria. The high school stadium is not one of the land use

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categories included in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, so two other sources were used to estimate the daily trip rate for the High School No. 5: 1) The San Diego Municipal Code Land Development Code Trip Generation Manual¹, and 2) the Estancia High School Stadium Traffic and Parking Impact Analysis².

The City of San Diego Traffic and Engineering Division recommended trip generation rate for a Sports Facility land use is 1 trip per attendee. A spectator sport facility is defined as a specially designed land use where people gather to watch a team sport or other attraction, such as the San Diego Qualcomm Stadium, the Sports Arena, or the Del Mar Race Track. This type of land use generally attracts more regional trips than a local high school football stadium, and would be expected to have a higher daily trip generation rate. The Newport-Mesa Unified School District proposed to build a stadium at Estancia High School in 2001. Estancia High is another local Orange County school located in the City of Costa Mesa. The Estancia High School Traffic and Parking Impact Analysis utilized a daily trip generation rate of 0.47 trips per seat, and forecast a total of 1,186 trips for a 2,523-seat stadium.

The daily trip generation rate of 0.74 trips per seat used for the High School No. 5 is based on an average of the City of San Diego Traffic and Engineering Division trip rate for a Sports Facility (1 trip per attendee) and the rate used for the Estancia High School stadium (0.47 trips per seat). This rate represents a conservative estimate for capacity events at High School No. 5.

The stadium trips would not be generated on typical weekdays throughout the year. Total driveway trips of 2,176 are only expected to occur on days when a varsity football game, graduation ceremony, or other special event that fills the stadium would occur. Varsity football games are scheduled for Friday evenings between late August and early December, and graduation ceremonies occur in the month of June. This traffic would have the characteristics of a special event, and would not contribute to the typical daily traffic volumes year round.

Stadium Trip Distribution

The stadium trip distribution for each analysis scenario has been developed based on the following assumptions:

- 68% of the trips generated for stadium events would originate within the High School No. 5 attendance area boundary, and follow a distribution similar to typical weekday traffic.
- 32% of the trips generated for stadium events would originate outside of the High School No. 5 attendance area boundary, with 3% coming from the east, 8% coming from the south, and 21% coming from the west. Trip distribution percentages on local arterials are proportional to 2011 daily traffic volumes published by the City of Irvine.

The inbound stadium trip distribution through the study area during the PM peak time period in the Project Opening Year 2017 is shown in Figure 27, and the outbound trip distribution is shown in Figure 28. The inbound and outbound stadium trip distribution in the vicinity of the project site is shown in Figure 29.

The inbound stadium trip distribution through the study area during the PM peak time period in the Year 2035 and Post-2035 for the 2011 Approved Project scenario is shown in Figure 30, and the outbound stadium trip distribution is shown in Figure 31. The Year 2035 and Post-2035

¹ San Diego Municipal Code, Land Development Code, Trip Generation Manual (May 2003)
<http://www.sandiego.gov/planning/pdf/tripmanual.pdf>

² Estancia High School Stadium Traffic and Parking Impact Analysis (RK Engineering Group, Inc. February 2001)

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inbound and outbound stadium trip distribution in the vicinity of the project site for the 2011 Approved Project scenario is shown in Figure 32. The PM peak hour inbound stadium trip distribution through the study area in the Year 2035 and Post-2035 for the 2012 Modified Project Option 1 and 2 scenarios is shown in Figure 33, and the outbound stadium trip distribution is shown in Figure 34. The Year 2035 and Post-2035 inbound and outbound stadium trip distribution in the vicinity of the project site for the 2012 Modified Project Option 1 and 2 scenarios is shown in Figure 35.

The stadium generated trips through the study area during the PM peak time period in the Project Opening Year 2017 are shown in Figure 36, and the trips generated through site access driveways are shown in Figure 37. The PM peak hour stadium generated trips through the study area in the Year 2035 and Post-2035 for the 2011 Approved Project scenario are shown in Figure 38, and the trips generated through site access driveways are shown in Figure 39. The PM peak hour stadium generated trips through the study area in the Year 2035 and Post-2035 for the 2012 Modified Project Option 1 and 2 scenarios are shown in Figure 40, and the trips generated through site access driveways are shown in Figure 41.

Figure 29: Site Circulation

Opening Year 2017 Project Trip Distribution - Stadium Special Event Trips

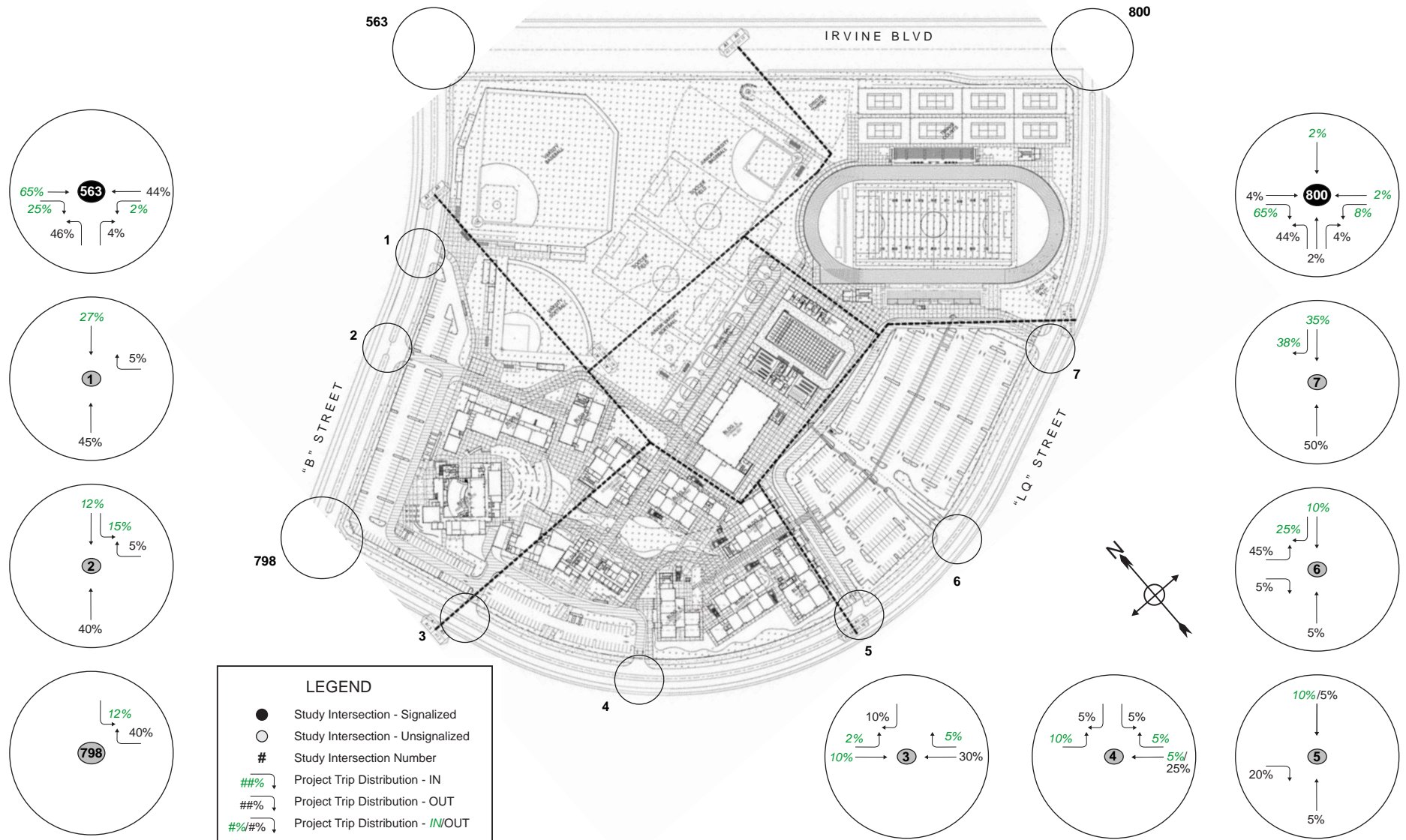


Figure 30. Year 2035 and Post-2035 Study Area Trip Distribution Stadium Special Event Trips: 2011 Approved Project - Inbound

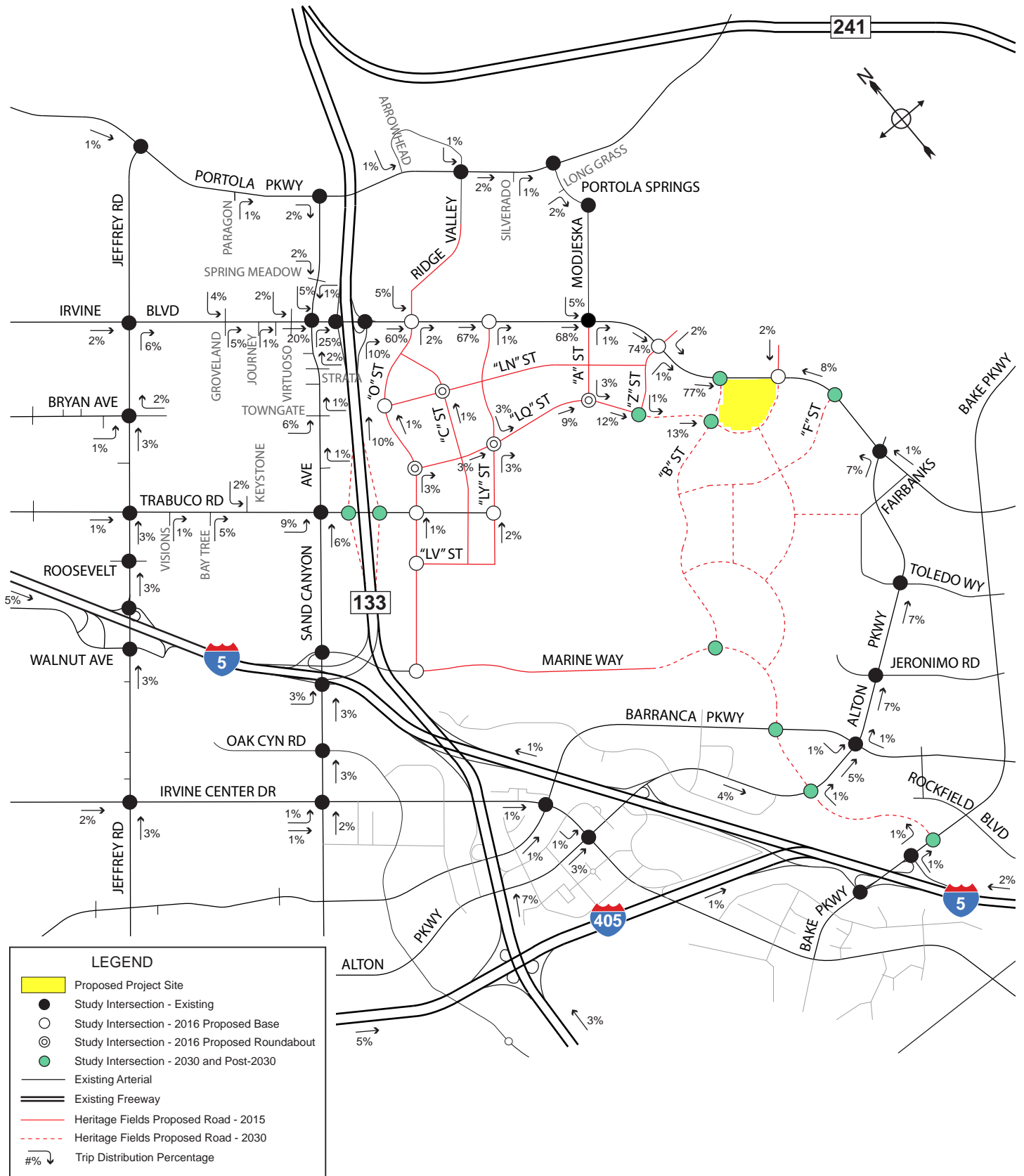


Figure 31. Year 2035 and Post-2035 Study Area Trip Distribution Stadium Special Event Trips: 2011 Approved Project - Outbound

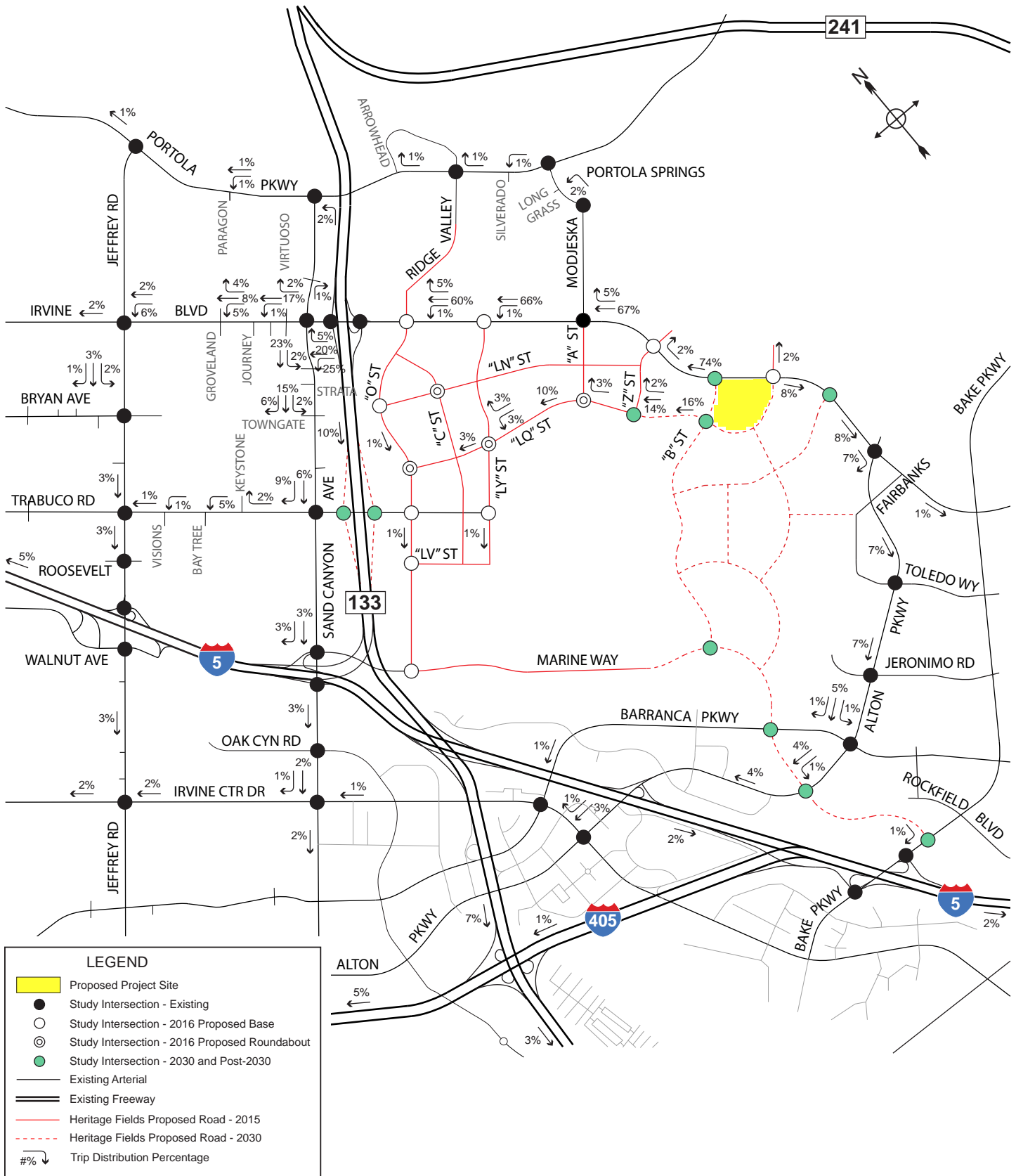


Figure 32: Site Circulation

Year 2035 and Post-2035 Project Trip Distribution: Stadium Trips - 2011 AP

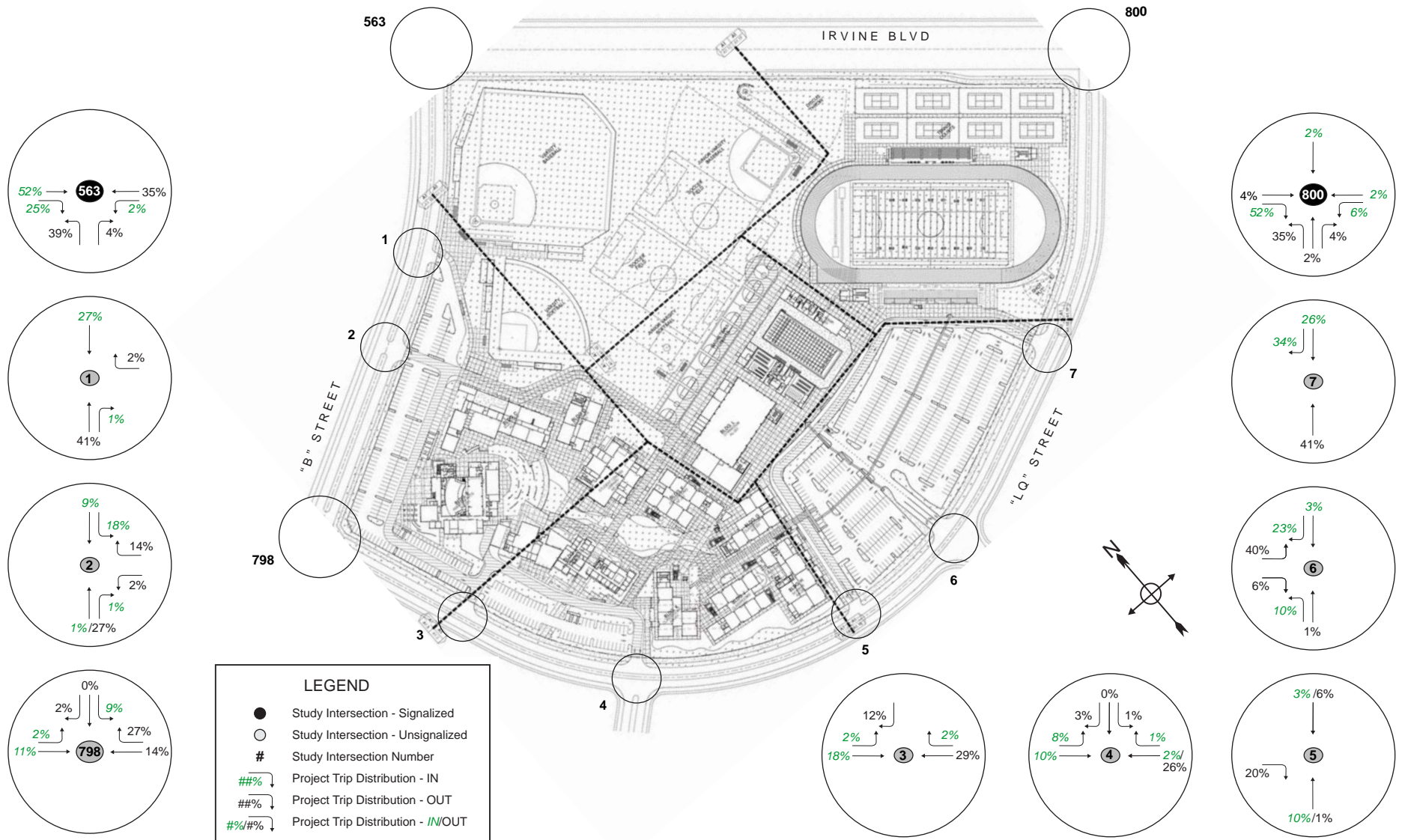


Figure 33. Year 2035 and Post-2035 Study Area Trip Distribution Stadium Special Event Trips: 2012 Modified Project - Inbound

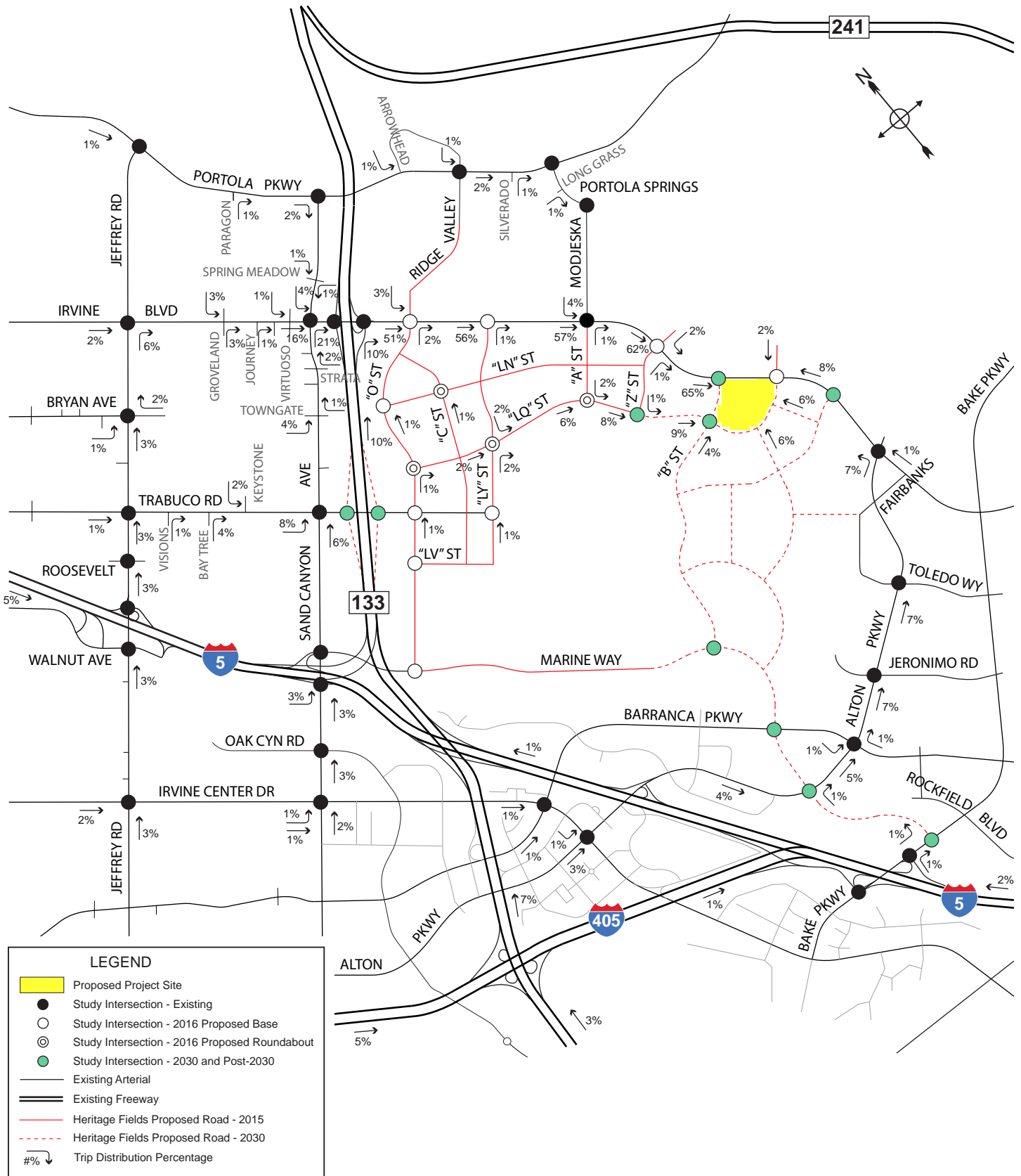


Figure 34. Year 2035 and Post-2035 Study Area Trip Distribution Stadium Special Event Trips: 2012 Modified Project - Outbound

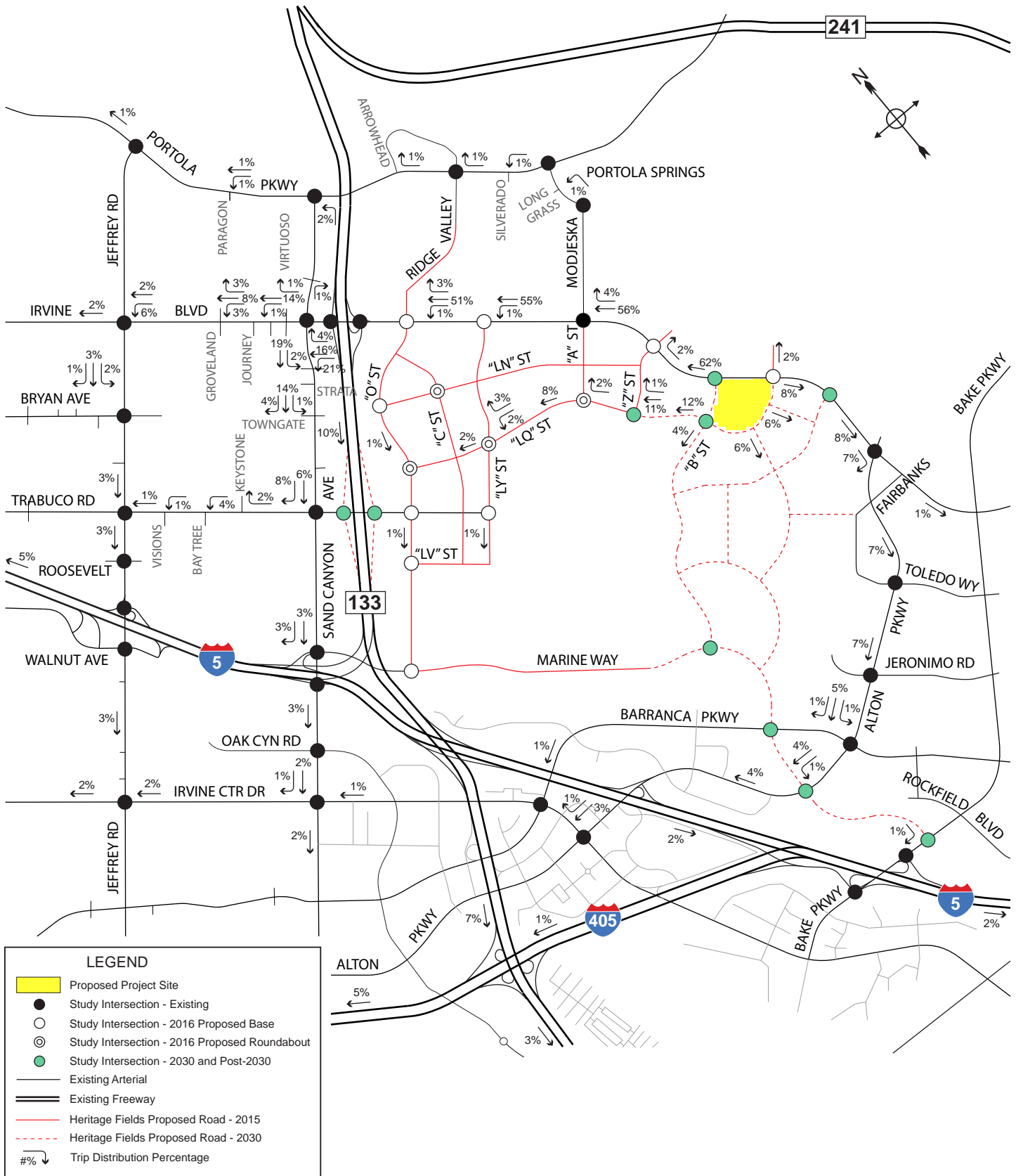
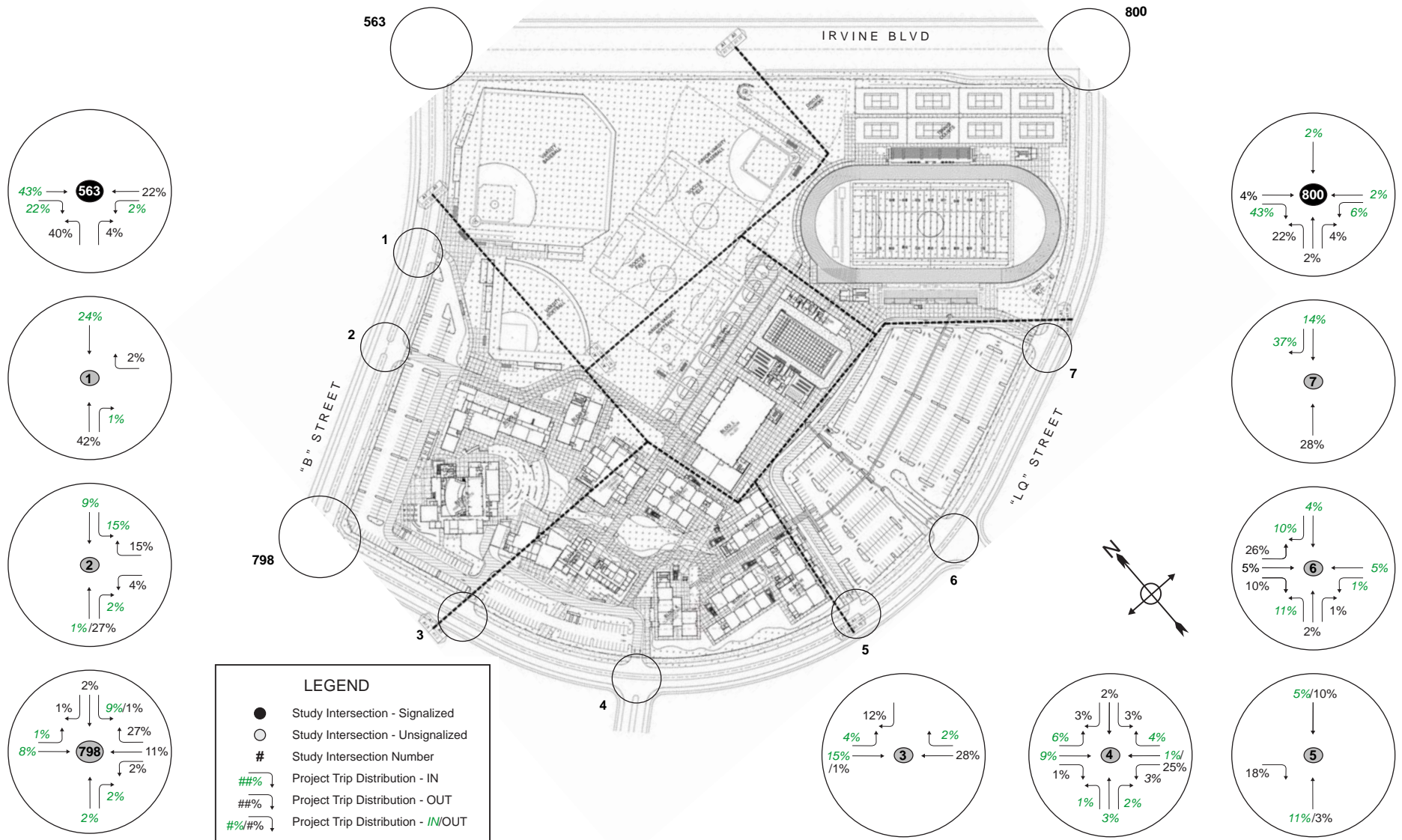


Figure 35: Site Circulation

Year 2035 and Post-2035 Stadium Trip Distribution - 2012 MP Options 1 & 2



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Figure 36. Project Opening Year 2017 Study Area Trips – Stadium Trips

Figure 37. Project Opening Year 2017 Site Access Driveway Trips – Stadium Trips

Figure 38. Year 2035 and Post-2035 Study Area Trips; Stadium Trips – 2011 AP

Figure 39. Year 2035 and Post-2035 Site Access Driveway Trips; Stadium Trips – 2011 AP

Figure 40. Year 2035 and Post-2035 Study Area Trips; Stadium Trips – 2012 MP

Figure 41. Year 2035 and Post-2035 Site Access Driveway Trips; Stadium Trips – 2012 MP